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Vol. CXCIX, No. 2599
NOVEMBER 26, 1949

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Drawing by GILROY

Here's How

"Look!" said the Steel worker, balancing the girder carefully, "All comes of drinking Guinness. Not bad, eh?"

"Quite good, for *you*," said his mate, grudgingly.

"It's very good for you," cried Alice, indignantly. "You can always tell a man who drinks Guinness," she added in an admiring voice.

"You can't tell him much," said the Steel worker. "He knows about Guinness already."

G.E.1454

Volume CXCIX No. 2599

The SPHERE, London, November 26, 1949

The SPHERE

WITH WHICH IS INCORPORATED "THE GRAPHIC"

THE EMPIRE'S ILLUSTRATED WEEKLY

THE BOMBER WITH THE PARACHUTE BRAKE—THE MARTIN XB 51, AN AIRCRAFT FOR THE SUPPORT OF TROOPS, LANDING ON AN AIRFIELD NEAR BALTIMORE, MARYLAND, WITH THE AID OF A DECELERATION PARACHUTE : This plane, with three turbo-jet units, a high tail unit, and a tandem landing gear, uses jet-assisted take-off to leave small airstrips, and parachute equipment when landing in similarly cramped conditions. The XB 51 has been kept a closely guarded secret by the Glenn L. Martin Company, and has now been introduced on their fortieth anniversary

One great problem for high-powered and large aircraft is the provision of airports of sufficient size for take-offs and landing runs. Rocket units are frequently used to assist take-off nowadays, and JATO, as it is called, is part of the equipment of many American service aircraft operating in difficult terrain. In landing aircraft with reciprocating engines the use of reverse-thrust propellers is a successful expedient, but it is obviously impossible with jet machines. As a result, American manufacturers have been experimenting with the deceleration parachute, notably Boeings, who have tried it out on their Stratojet. Now the Glenn L. Martin Company has adopted the same means of slowing down their XB 51, a plane still very much on the secret list. It is said that the idea of the parachute brake was first developed by bomber crews during the war when they used their personal parachutes to help bring down their machines safely when confronted with emergency landing operations

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Mr. Bevin Gives Us a Peep.—

The Foreign Secretary gave the House a peep of the 'ooves of the 'osses of our Foreign policy and of his mind. A tantalising peep, all too oblique and short, but long enough for us to realise his difficulties and England's, and the world-old frustrations of the common man whose prime longing is for peace, and who is constantly being stimulated *to take an interest in foreign politics* in order that humanity's voice may at last enforce humanity's will to peace, hitherto for ever frustrated. What did the peep show us? It certainly revealed an England no longer "perfidious Albion" in the eyes of Europe. Rather, an England as the trusty, overworked servant of God knows how many loyalties and masters, faithful to her own ideals, faithful to the Commonwealth, faithful to the Council of Europe (as far as may be), faithful to America, to allies new and old, to France and to Germany, to east and west, north and south, white and black, bond and free, to U.N.O. and to this charter and that. A servant so utterly overworked as to be forced to skimp the duster here or there. But what would you? If you dilute the pure spirit of faithfulness so as to fill too many glasses, there will be criticism that the spirit is sadly underproof. Poor Mr. Bevin. Who would confidently assume his mantle. There is not much splendid isolation about Old England to-day—the charwoman of the Old World and the New.

The Lords — Defeat or Victory? —

In order to assure the passage of the Iron and Steel Nationalisation Bill in the lifetime of the present Parliament, the Government have wasted invaluable time in mathematically truncating the already too-limited veto power of the Second Chamber to a matter of months. Having won this victory, it has apparently accepted defeat at the hands of the Lords by agreeing to postpone the operation of the Steel Bill until well after the General Election. The Parliament Act therefore fails to be justified by the Government on more general grounds of advantage to Democracy. In fact, any time in the past year or more, the composition of the Lords (which has cried out for reform for decades) *and* its powers could have been discussed and agreed with goodwill on all sides by a Committee of both Houses, and a new Second Chamber could have been in being all this year. But the Socialists have wanted to keep the House of Lords as it is, as a stalking-horse for Socialist propaganda. Their only concern has been to turn their stalking-horse into a safer kind of horse, a skin and wood rocking-horse. And they have done so. Myself, I hope and, indeed, believe, that this is not a final act. There will be no safety for democracy against totalitarianism until a reformed, reduced and not less efficient Second Chamber emerges with the powers necessary to assure that it can perform its essential constitutional duties—and democratic safeguards.

Legalise Gambling?—

If you want to know the time (or the *sense* of the times), ask a policeman. And this is especially true of crime, punishment and unlawful gaming. No evidence is so important on such themes as that which is given by magistrates, judges and police. Your idealist, your humanitarian, is a theorist and often a pure-minded and noble one. Your administrators of Justice and the Law work with brass-tacks, and know where theory and practice conflict and blunt the ends of idealism. Sir Laurence Dunne gave his considered judgment on street betting and pools before the Committee in Session. He believes that gambling is rife, already a *great social evil* and on the increase still. But, it offers the only hope in these days of repressive taxation and the fallen spending-power of our money, by which many people can secure a lump sum to acquire a business and a home, and (I would add) pay their taxes and rates. (What a sidelight on the times!) Present street-betting regulations, he and police agree, are unpopular and unworkable. Therefore, cash betting offices should be legalised, because no Act of Parliament can quench the evil or stem it. If gambling debts were made recoverable at law, people would bet less and in smaller sums. Fun-fair gambling machines are a major evil also, and not always straight. He would liquidate them. He said (*obiter*) that, in his view, if by "nationalising" football-pool betting, the burden of taxation could be by so much alleviated, such a decision would be a good thing. And that decision, of course, would logically clear the line for Government lottery loans. If you can't cure a social evil, legalise it and so avoid throwing contempt on the Law. I am sure this is brass-tack logic. But is it morality? If the pulpit directs me that it is, there 's no more to be said by me.

PRIVATE VIEW DAY AT THE ROYAL SOCIETY OF PORTRAIT PAINTERS' EXHIBITION: The fifty-sixth annual exhibition is at the Royal Institute Galleries in Piccadilly until the middle of next month. On the far wall in the above picture of the South Gallery may be seen Sir Oswald Birley's portraits of Princess Elizabeth and the Duke of Edinburgh in Garter robes. Centrally between them, the long, upright picture is Augustus John's single exhibit "The Green Jacket," which has been lent by Mrs. Murrough O'Brien. Augustus John is President of the Society. Sir Oswald Birley, the Vice-President, met Princess Elizabeth when she arrived at 3 o'clock on Private View Day, when the gallery was crowded with a record attendance. Of the 340 paintings, many of them are specially commissioned portraits

Horatius and the Bridge.

—I listened to a radio debate the other day on the subject of atomic control. A day or two later Vyshinsky made a statement at a U.N.O. session which appeared to offer or to concede some of the conditions precedent to effective international control—conditions which one or two of the speakers on the air believed that Russia would not concede. Vyshinsky may have spoken beyond his brief as mouthpiece of Russia at U.N.O. I don't know why he should have done so, he is a careful chooser of his phrases, even if they are often bitter. Or he may have spoken to a brief from which Stalin may later dissent. But I don't know how progress can be made, if every yard ahead is to be exhaustively searched for hidden mines and booby-traps. And, as one of the public who cares a lot and knows no iota concerning the steps being taken to reduce these mortal, hideous, insistent terrors and dangers which hang over humanity, I could wish that certain important people in the West were not so firmly cast for the part of Horatius and Co. There are always three on the last surviving bridge to resist a single step forward across it, and there are always many more below in the river bed crashing their axes into the supports. All modern life is a risk. Atomic warfare is quite a big risk. Why not withdraw Horatius a yard or two back and give the axe-men a short holiday with pay?

Back to the Gas-Chamber.

—It takes time to digest the fact—we have never doubted the necessity—that once more the citizen, be he old or young, man or woman, in duty bound must return to the local gas-chamber to be instructed in all possible methods of mitigating the effects of the atom bomb and other poisonous devices for mass destruction. There will be a few instructors available, mostly in the most "threatened" areas. There will be badges and, one day, uniforms, and out-of-pocket expenses will be paid. No doubt in rustic villages and country towns, nothing much will "happen" for some time to come. Everything has to be improvised. Probably even the instructions from Whitehall are awaited, the umpteen pamphlets, with copious illustrations. Of course these preparations should have by now been far advanced, but there hasn't been time to spare. The Government has been too busy with more urgent matters. But now the old shelters will be reprieved and even cleaned up, and the old "gas-chamber" furnished with the new token gases, and we shall expect to be given a peep at the new torture chamber, set out and furnished according to present information. Mr. Ede didn't tell us much. The recruiting pamphlets tell us only a little more. And soon enough, we may be sure, we shall hear that recruiting is satisfactory. What more can we say about it? There are things in our modern existence which rob words of any surviving force which remains to them in an era of wars and propaganda.

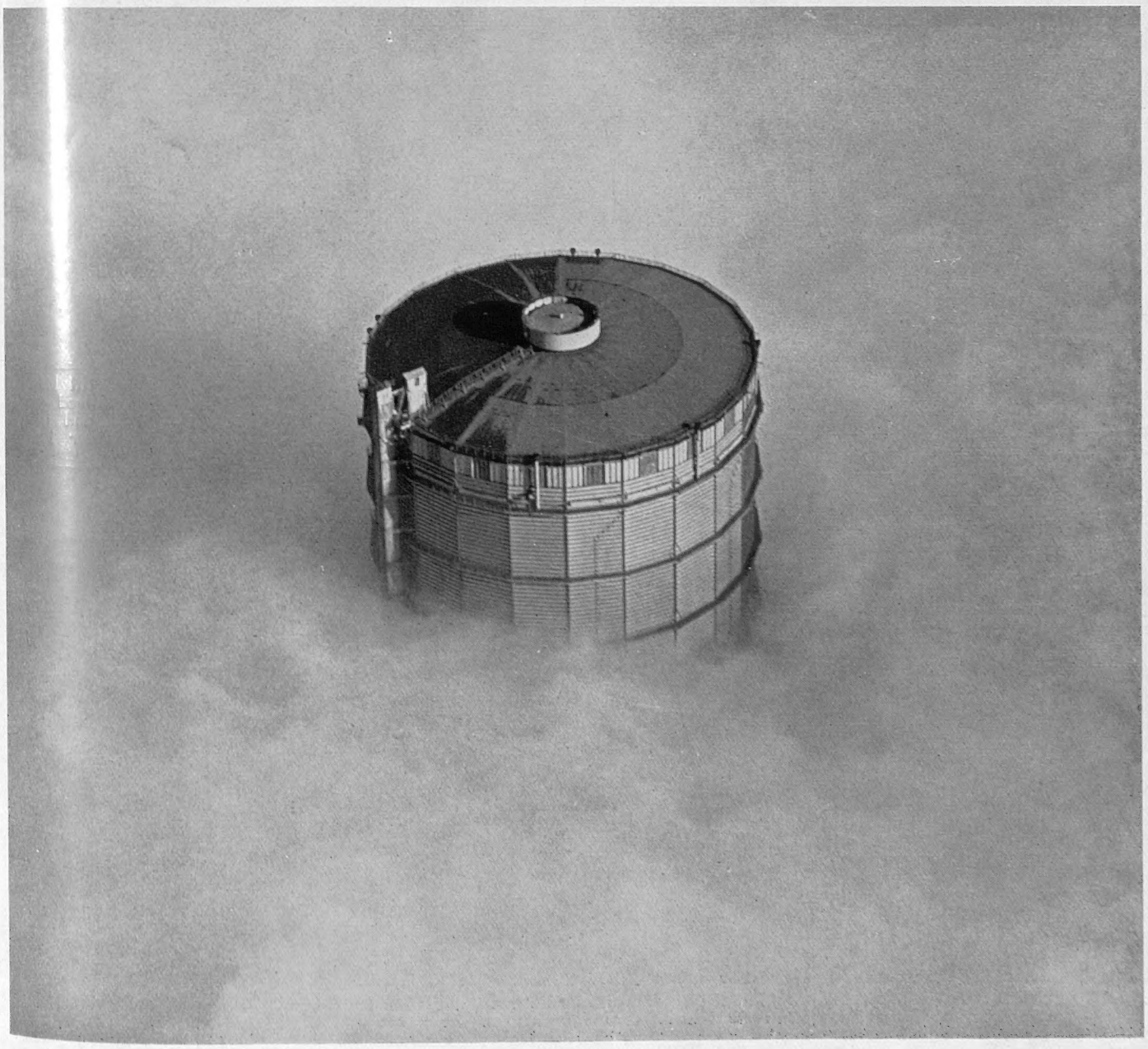
Politics and Ping-Pong.—

With an onion under the hand of an untidy cook, the smell pervades every room in the house, and even the lawns and the drive. International rivalry in ideologies—politics, as it is called—is such an onion. It pervades every institution in social life, not least sport. Not even ping-pong is safe from it. I mean no disrespect to "table tennis," which I believe to be a lightning exhibition by highly skilled athletes or wizards. But I believe it is a distant cousin of the game of ping-pong which I sometimes played in my younger days, when we treated it as a mild recreation, a mere "bumble-puppy." To-day, everything is specialised. I suppose there is a grave body of seigneurs who form a Board of Control of T.T., and for all I know, the aces are international figures with a huge fan mail and all the pretty girls at their feet. Still, it is ping-pong, only ping-pong, and by comparison with atomic war, a trivial affair. So I learn with sorrow that the Czech-British T.T. test final is cancelled and our team is returning to England with no decision reached. It seems there was a pro-British demonstration somewhere in Czechoslovakia, and that was too much for the Czech authorities. The great fixture was cancelled. There was a risk that British ping-pong might undermine the authority of the State.

Shams and Bribes.—

I read Lord Salisbury's rousing article in the *Sunday Times*. My only quarrel with it was the title, and that perhaps was not of his making. The "time for shams and bribes" in politics should never come, and that time, therefore, should never be "past." What he said was easy to follow and hard to controvert. A "very poor country" like ours (we spent a quarter of our national capital to beat Hitler) can only act, unless resolved on bankruptcy, like a very poor individual. Mr. Attlee's team took the "bankrupt" view. In four years of power they spent of our money as much as was expended in twenty years before 1939, when we were a pretty rich country, and threw into the melting-pot of irrelevant extravagance £1,500,000,000 lent by America to enable us to restore our economy. And now we are on the crater edge and nothing can save us but to tell the people the whole bitter truth and give them leadership to face it and overcome it. And nothing but *born leadership* can do that. A leader in a national crisis need not be a genius in any special line. It is far better if he is an intelligent, balanced mind, whose high character is so widely accepted that none can suspect him of having any axe to grind save only the nation's axe. He has no personal ambition to attain, no backstair influences to listen to and satisfy; he can make his decisions without fear or favour. Such a leader might make mistakes, often did so. But he never made the mistake of sullying his personal panache with just a suspicion of petty or party or personal considerations. The nation utterly trusted his character, if not always his political judgment. The chief characteristics of such leaders were simplicity, utter honesty, impartiality, plain British common sense. Such leaders are rare. They are not entirely to seek to-day. They cannot live for ever and must be recruited. Because of these and other logistics, I deplore the numbskull folly of our unreformed Upper House. A premier must obviously sit in the Commons. He is at present precluded by the dead-hand of rusty tradition. And the first thing a Conservative Government, for its own and the country's good, should do, is to pass a measure enabling a peer in certain circumstances to sit in the Commons; the second, so to reform the Upper House that the former measure will become unnecessary.

THE OLD STAGER



AT TILBURY DOCKS : This remarkable picture shows one of the few clear patches in the thick low-layer fog which blanketed the London area on three days last week. A few hundred yards from this spot, the pall was at its thickest. Factory chimneys, themselves hidden, belched their smoke to darken the fog still more. Airports were closed and, last Saturday, Princess Elizabeth's flight to join the Duke of Edinburgh at Malta was postponed until the following day. On the previous Wednesday, the march of the "Amethyst" men to the City was made on a typical November day

FOG OVER THE DOCKS

November Pictures of the London Area

On left—A PLACE IN THE SUN : The 325-ft. high gas-holder at Southall was one of the few spots in London which saw the sun. The fog was a "London particular" as distinct from the damp kind. On the night following the morning when this picture was taken, visibility was reduced practically to nil in many parts of London and the Thames Valley, and traffic was brought to a standstill

The KING and QUEEN GREET THE STARS

AT THE ROYAL FILM PERFORMANCE

JEAN SIMMONS MAKES HER BOW—THE YOUNG BRITISH FILM ACTRESS IS PRESENTED TO THE QUEEN AT THE ROYAL COMMAND PERFORMANCE AT THE ODEON CINEMA, MARBLE ARCH: On Miss Simmons' right hand are seen Rosalind Russell, Sir Ralph Richardson and Walter Pidgeon. The performance of the new Metro Goldwyn-Mayer production, "The Forsyte Saga," based on the Galsworthy novel "The Man of Property," was given in aid of the Cinematograph Trade Benevolent Fund, and as a result some £30,000 was raised for the charity. Mr. Walter Pidgeon played the part of young Jolyon. The evening constituted one of the biggest fashion parades of the year. The foyer of the Odeon was thronged before the performance, and outside was a vast crowd of sightseers, many of whom gathered early in the evening and remained until after the show. In Oxford Street, Edgware Road and Park Lane there was complete traffic chaos

ERROLL FLYNN AND HIS BRIDE-TO-BE: The fil star, who plays Soames in "The Forsy Saga," seen with Princess Irene Ghi

JOHN MILLS ARRIVES WITH MARGARET LOCK WOOD: Miss Lockwood wore a cham pagne tulle gown and gold dust ove her fashionable Peter Pan hair styl

ROYAL GREETINGS IN THE FOYER—THE KING AND QUEEN AND THE PRINCESSES ARRIVE AT THE COMMAND FILM SHOW: It was a big moment for two children, one of whom presented a bouquet to the Queen and one a bouquet to Princess Elizabeth. Princess Margaret, wearing an ermine wrap, is seen standing on the right. The Queen wore a crinolined gown of plain gold silk, a mink wrap and a parure of rubies and diamonds

DOUGLAS FAIRBANKS JUNIOR AND HIS WIF Douglas Fairbanks is at present engag in film work in England, going alm daily to the studios out at Islewo

IN THE ROYAL ...OX AT THE ODEON, WHEN THE LIGHTS WENT UP TO MARK THE ARRIVAL OF THE KING AND QUEEN AND THE PRINCESSES: After the show the Royal Family chatted fo... some time with British and American film stars. The Queen said to Greer Garson, star of "The Forsyte Saga," "I am so glad you are making another Mrs. Miniver picture. I enjoyed the first one so much. It is grand to see you back"

GREER GARSON IN WHITE SATIN: The star of "The Forsyte Saga" (she plays the part of Irene) arriving at the Odeon. Her gown had a chandelier-like bodice of pearl and diamond drops

A FILM FAN'S DREAM COME TRUE: This was the scene on the stage of the Odeon, Marble Arch, when Jack Hulbert presented his mock pantomime after the presentation of the Metro-Goldwyn film "The Forsyte Saga." The pantomime had an all-star cast. Anton Karas, of the film "The Third Man," is seen in the centre playing a tune on his zither. During the pantomime Ann Sothern and George Murphy sang "Lily of Laguna"

STUDIES IN CONCENTRATION AT THE START OF FREE DEALINGS IN TIN ON THE LONDON METAL EXCHANGE, THE FIRST FOR EIGHT YEARS : There were four ten-minute sessions on the first day, the turnover being 255 tons, including sales by the Government broker of 120 tons of cash tin from the Ministry of Supply's stocks. The first effect of opening the market was to settle the real price of tin as opposed to the Ministry's fixed price of £750, which has ruled since mid-September

FREE TIN

THE FIRST FREE DEALINGS FOR EIGHT YEARS TAKE PLACE ON THE LONDON METAL EXCHANGE

Responding with a cheer to the cry "Tin, gentlemen, tin," members of the thirty-two firms comprising the London Metal Exchange took their seats punctually at noon on November 15 in the dealing "ring," and proceeded to establish a free price for tin. The Exchange, which in pre-war days dealt in tin, copper, lead and zinc, is for the present restricted to trading in tin. The Government feels that dealing in the other non-ferrous metals would result in dollar losses to Britain. Tin comes predominantly from Empire sources.

The first bid for cash tin brought the response from Mr. J. D. Wolff, chairman of the Exchange, that he was a seller at £750. After a short period of silence, Mr. Wolff lowered his price to £725, and was met with bids of £700 and then £715. A bid of £715 brought the first free sale.

DEALERS FORGATHER FOR THE FIRST SESSION IN TIN DEALINGS : The ease with which business was restarted demonstrated the ability of the London Metal Exchange to resume its old function, hedged about though it is by existing exchange and other controls. It is possible that the restoration of free dealings in other base metals will now be seriously considered by the Government

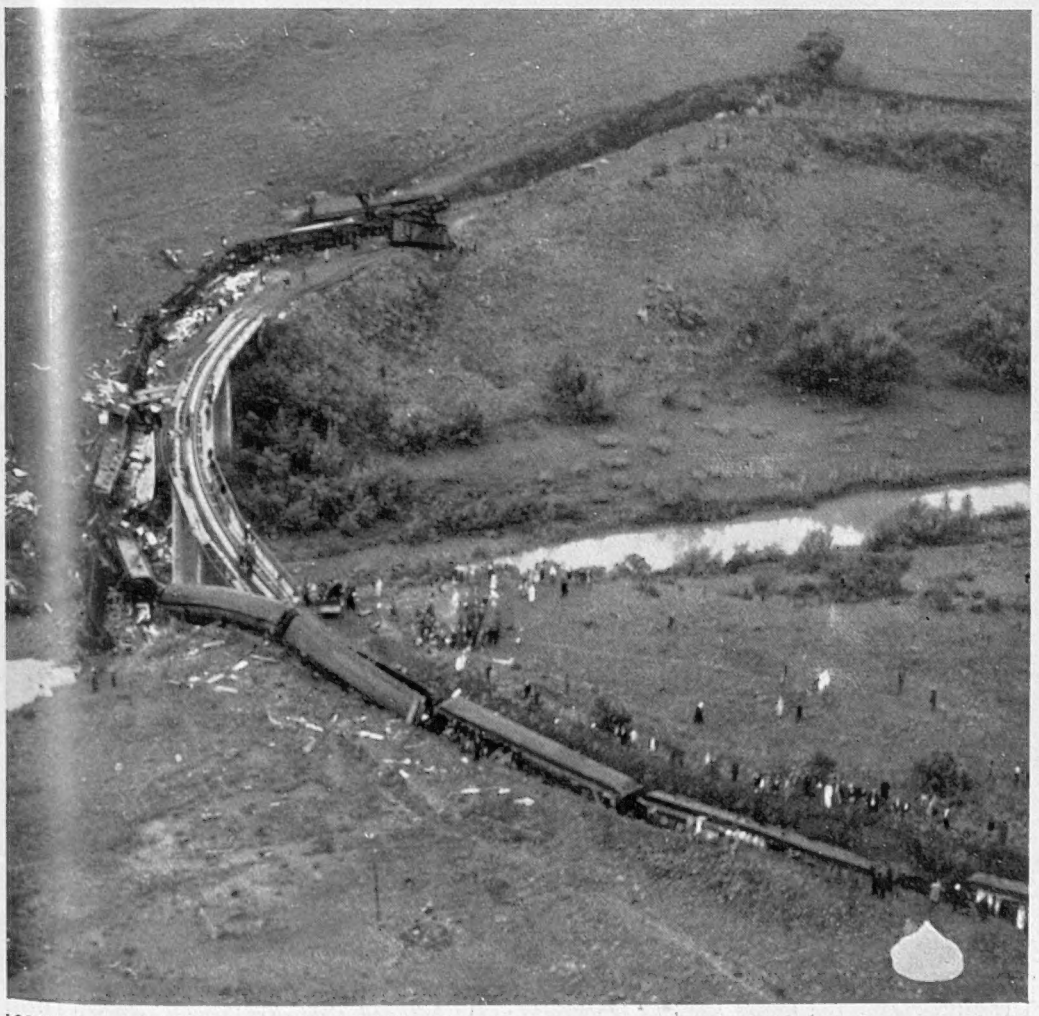
HEADS TOGETHER IN THE LONDON METAL EXCHANGE AS THE PRICE OF TIN EMERGES FROM THE FREE DEALINGS : While London was holding its momentous first sessions metal dealers in New York temporarily suspended operations. The Singapore market opened on the following day, but the margins between buyer and seller were at first too wide for business to be done, and stalemate ensued. On the second day in London the market was less active and inclined to be more irregular

THE DISASTER ON THE ELANDS RIVER: This aerial view shows the wreckage of the train which plunged into the gorge at Waterval-Boven, East Transvaal, when on route from Johannesburg to Lourenço Marques, Mozambique, with about 500 natives on board, mostly men returning from the goldfields after the completion of their contracts. The European engine driver and fifty natives lost their lives, and four European members of the train crew and about 100 other natives were injured

A RAIL TRAGEDY in the TRANSVAAL

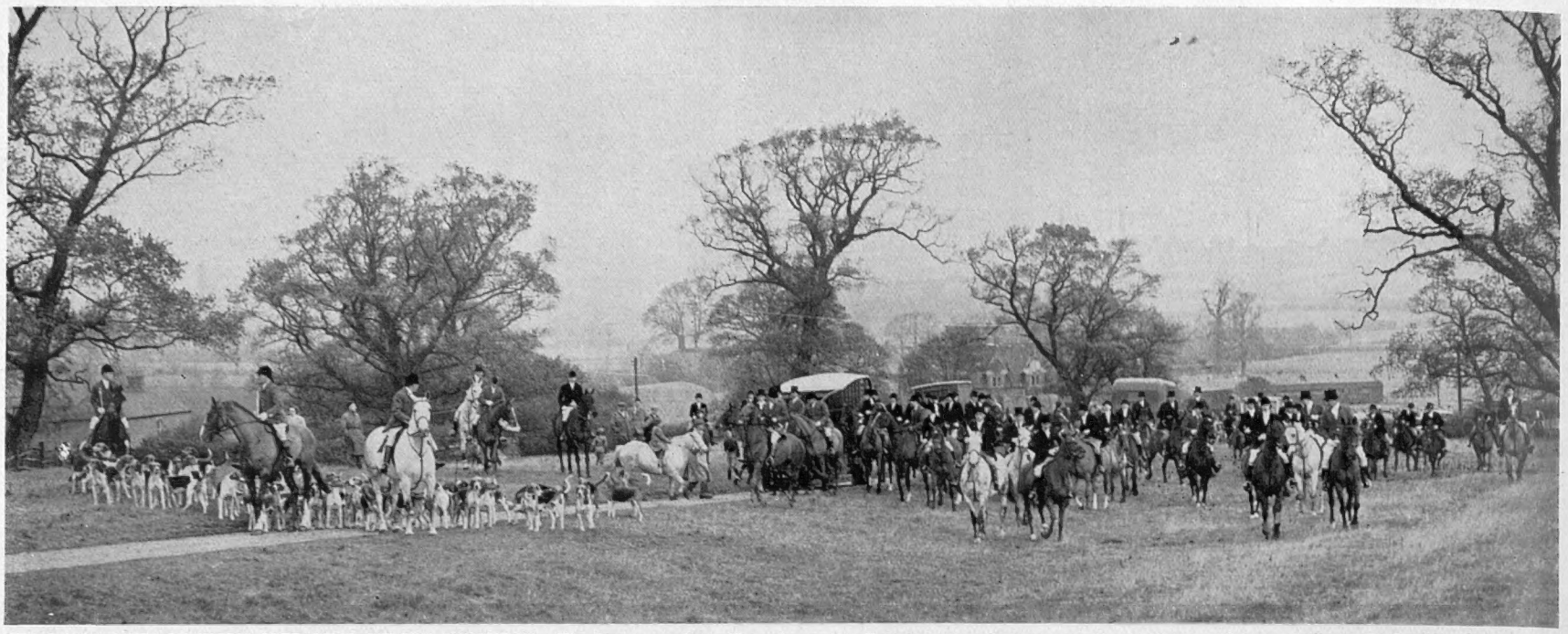
Fifty-one Killed in the Disaster at Waterval - Boven

One hundred and sixty-three miles east of Johannesburg, when making the long descent of 700 ft. to the Elands River at Waterval-Boven, a mining train carrying 500 workers from the goldfields of the Rand came to grief in the hours of darkness, seven coaches falling into the gorge. It was one of the worst disasters in the history of the South African Railways. The South African Defence Department at once provided aircraft for the evacuation of the more seriously wounded, but thanks to the energetic assistance of people living in and around Waterval-Boven, an important railway workshop centre in the East Transvaal, effective first aid was speedily forthcoming.



LOOKING EASTWARDS ACROSS THE ELANDS RIVER: This view shows the splintered fragments of the seven coaches which fell into the gorge, and one coach perched above the gorge and held in check by the coaches behind it. Women in the area rushed to the scene to render first aid

THE TWO DERAILED ENGINES: These both crossed the bridge before the derailment, but so great was the pull of the coaches behind that the leading engine (left) was turned right round to face the direction from which it had come. The second engine heeled over beside the railway track



THE QUORN MEET AT KIRBY GATE, NEAR MELTON MOWBRAY : The hunt moving off to draw the first covert. In pre-war days this would have been a diminutive field indeed for one of Britain's leading packs hunting over the cream of Leicestershire. The Quorn had a successful cubbing season in the late summer and early autumn, and just before the start of the hunting season proper, good scenting conditions gave the young hounds a chance to take their full share of responsibility in the pack

HUNTING IN THE SHIRES AND PROVINCES

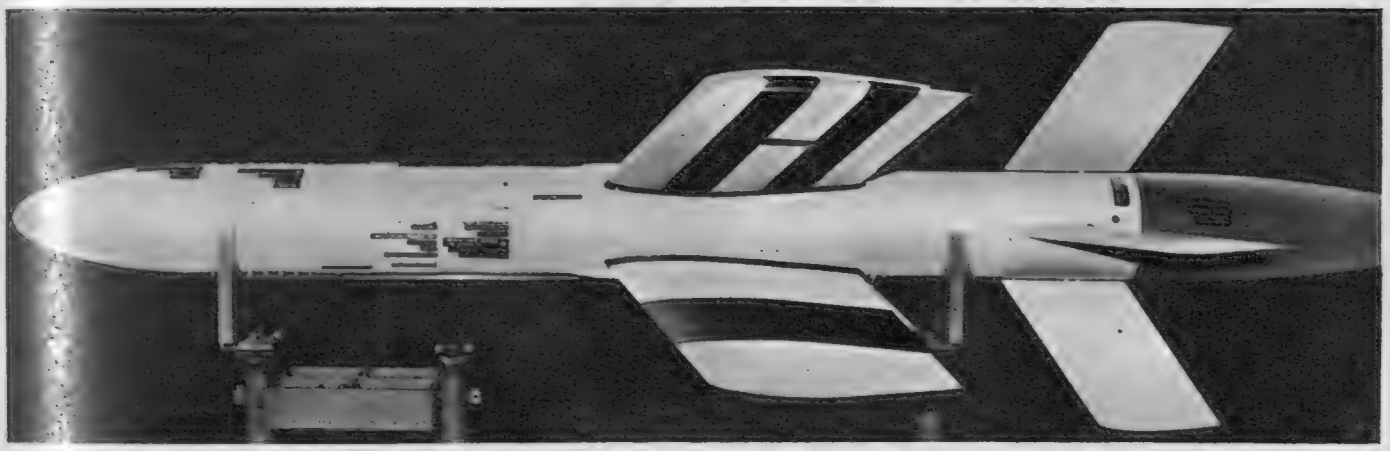
The Quorn, Bicester, and Cotswold Packs Start Their Season

THE PACK ARRIVES IN OPEN ORDER : Hounds straying in untidy fashion over the high road before the meet of the Bicester at Quainton, near Aylesbury

THE OPENING MEET OF THE COTSWOLD HUNT AT ANDOVERSFORD : A glimpse of the big field which gathered outside the Andoversford Hotel on the main Oxford Road

THE NORTH COTSWOLD FORGATHERS AT ITS TRADITIONAL OPENING MEETING-PLACE, THE LYGON ARMS AT BROADWAY : *On left and right*—The hounds, riders and foot followers, who met in the rain in this picturesque Cotswold village. The North Cotswold hunt over a fine but not especially difficult stone-wall country, which has a reputation for first-rate sport. For these days fields are comparatively large with the Cotswold packs and Cheltenham remains a popular hunting centre for the follower of modest means who can afford the expenses inevitable in the shires where big obstacles demand the best of bloodstock

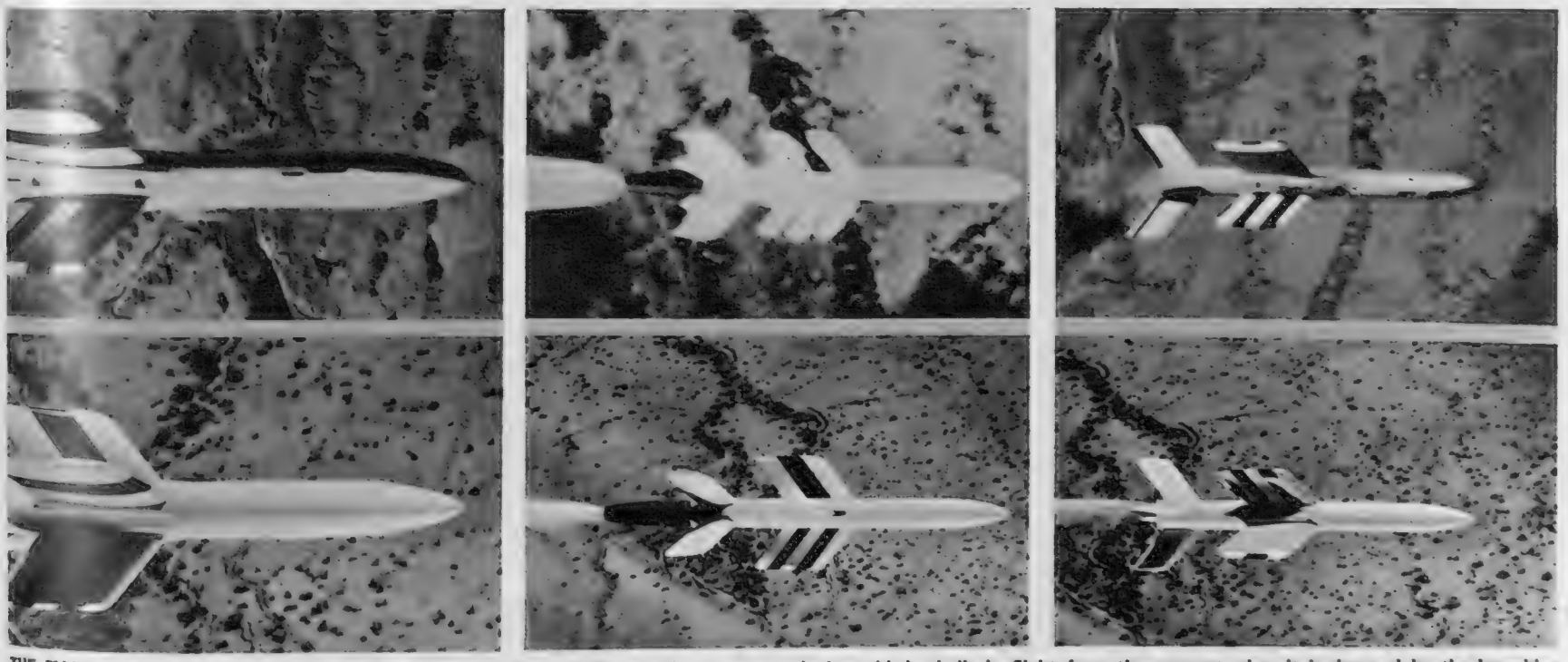
RYAN "FIREBIRD" GUIDED MISSILES MOUNTED IN THE BOMB RACKS OF A NORTH AMERICAN F 82 TWIN MUSTANG FIGHTER: The Ryan "Firebird," first U.S. Air Force air-to-air guided missile, is a rocket-propelled fragmentation shell which "homes in" on its target by means of a radar navigational system. It is one of the most compact and "intelligent" high-speed flying weapons ever devised. Actual firing tests have recently been completed at Holloman Air Force Base, Alamogordo, New Mexico. The "Firebird" missile is launched by a "mother" fighter plane in the direction of enemy aircraft, which the fighter tracks by means of radar. It permits the aircraft carrying the missiles to destroy enemy planes at night. The "intelligence" of the "Firebird" is its complicated radar navigational and electronic system. Initial propulsion force is supplied by a booster section of the rocket, which separates from the missile when expended. Flight rockets supply the force necessary for the remainder of the missile's powered flight



FIREBIRD "HOMES" ON ITS TARGET

A Rocket-Powered Missile for Launching by One Plane Against Another

THE RYAN "FIREBIRD," POTENTIAL DESTROYER OF ATOM BOMB-CARRYING AERIAL NAVIES: This is a detailed view of the new weapon. It is intended for defence against atom bomb attack. When the rocket is near its target a proximity fuse detonates the charge



THE FLIGHT OF THE "FIREBIRD": This picture sequence shows (*left to right, upper row*) the guided missile in flight from the moment when it is dropped by the launching plane (*left*), after the booster rocket in its tail has been fired (*centre*), and as it nears its target following the exhaustion of the booster rocket. In the third picture the "Firebird" is travelling on the power of its own flight rockets. The lower sequence of pictures, made with models, is intended to clarify the pictures above

A further indication that the American Air Force is winning the battle of the Services at the expense of the Navy is provided by the emergence of the "Firebird," a weapon designed for use by fighters in combating atom bombers. Technical details of the "Firebird" are not available, save for the fact that its warhead is fitted with a proximity fuse in the manner of anti-aircraft shells in the latter part of the Second World War. This means that as the radar-guided missile nears its target radio equipment in the warhead ensures that the charge is exploded. The lethal area of burst is probably greater than that of a 3·7-in. shell, but here again no details have as yet been released. The missile is small enough to permit a jet-fighter to carry several in an underslung position beneath the wings. Research on similar missiles has been in progress in Britain for some time past.

MAN-MADE LIGHTNING IN ACTION

Scientists Test its Disruptive Power and Develop Effective Antidotes

TUG-OF-WAR : Three copper cables sandwiched between 6-in. timbers bound with rope are parted by magnetic force during an experiment in the Westinghouse laboratories

The simplest methods of studying lightning discharges are photographic, and since 1926, when Sir Charles Boys invented a special two-lens camera for the purpose, progress has been rapid. Beautiful photographs obtained by Schonland in 1933, in South Africa, indeed provided detailed information as to the sequence of events in a lightning storm, and measurements of discharge currents by oscillographs on towers and tall buildings struck by lightning have provided quantitative data to supplement photographic records. Probably the most intensive research into this still complex problem is being carried out by the Westinghouse Electric Corporation at their laboratories at Trafford, Pennsylvania, where, with the aid of models and their own tailor-made lightning, they are evolving ways and means of protecting life and property in the midst of storms. To carry out their researches the Westinghouse engineers hurl 3,000,000-volt lightning bolts at all manner of equipment. Model villages, factories and storehouses are submitted to tests with and without protecting rods. Through these very elaborate model experiments, they have made some worthwhile discoveries about lightning.

MORE THAN 3,000,000 VOLTS OF LIGHTNING STRIKE THE DISTRIBUTION TRANSFORMER IN THE WESTINGHOUSE LABORATORY AT SHARON, PENNSYLVANIA : This man-made experiment reveals that the lights in the miniature house are unaffected because the transformer is protected by de-ion gaps which take the lightning down to the ground. At one time domestic lights flickered on and off during electrical storms

A MINIATURE POWER-LINE IS STRUCK BY 3,000,000 VOLTS OF SPECIALLY CREATED LIGHTNING : The lightning is seen striking a protective wire which carries no electrical power and is connected to the ground to detour the "uninvited bolts." With indoor experiments with models such as this in the Westinghouse high-voltage laboratory, engineers learn how to protect grid cables during major storms. At one time there were over eighty breakdowns a year over the British grid system as a result of electrical storms, and in America the figure was even higher. The potentials of grid systems have been raised several million volts during lightning storms

WHEN THE LIGHTNING STRIKES A MODEL GASOLENE PLANT—THE RESULTS WITH AND WITHOUT A PROTECTIVE UMBRELLA: *Left*—The wire umbrella devised by Dr. Gilbert D. McCann, a Westinghouse engineer, carries the lightning harmlessly to the ground. *Right*—The same building without protection. Within a few seconds of being struck it is enveloped in flames and before long a mighty explosion rends the air. The average lightning stroke is found to discharge about 20,000 amperes

LIGHTNING STRIKES A MODEL HOUSE NOT EQUIPPED WITH LIGHTNING RODS: The instantaneous camera here records the moment of the stroke on a building 1 ft. high in the Westinghouse laboratories: 550,000 volts were involved in this strike, and with the aid of the camera and with oscillographs, the results were duly noted by Westinghouse engineers

SAFE FROM LIGHTNING WHILE SEATED IN A STEEL-TOPPED CAR: In a downpour of water, to simulate storm conditions, 3,000,000 volts of tailor-made lightning bombarded this car inches above the driver's head. It passed harmlessly to the ground, and the driver, engineer John Clark, felt no special sensation, although the voltage of the car and of his own body rose to 200,000 volts. The ultra high-speed camera has stopped the raindrops in mid-air

THE WAY OF THE WORLD

A Survey of the Foreign News in Pictures

A LONG-DISTANCE DEPUTATION MARCHING THROUGH CELLE EN ROUTE TO THE FEDERAL CAPITAL OF WEST GERMANY: These Germans, some of them cripples, who illegally crossed the border from the Soviet Zone into the British Zone of Germany, are seen en route to Bonn, where they hope to present a petition to Dr. Adenauer and his Government asking to be allowed to remain in the West. Soon after they started on their trek three women in the party collapsed and were taken to hospital at Uelzen. The others carried on. They hope to get food by working for farmers along the road

MR. JOHN L. LEWIS HAS GOT NOWHERE: The President of America's United Mineworkers' Union seen in grim mood as he announced from the Ritz Carlton Hotel, New York, a three weeks' truce in his six months' fight with the American coal operators. In typical Lewis rhetoric the miners' leader accused the operators of "deceitful stratagem" and of "sordid and mercenary appetites." It is believed that Mr. Lewis sent his mineworkers back without achieving financial gains because he wanted to avoid another "national emergency" injunction under the Taft-Hartley Act. The last trouble cost the Miners' Union the sum of £507,000

THE INDONESIAN FLAG FLIES AGAIN: The red-and-white flag of the Federal Republic being hoisted in Bandjermasin, South Borneo. A few months ago the revolutionary flag was outlawed in Indonesia, being confined solely to acknowledged Republican territory. Now the flag will fly over most of the islands of Indonesia, the Dutch having reached agreement with the Federalists at The Hague. In many places the flag now flies side by side with the tricolour of Holland

ZINKA MILANOV IN PARIS: The opera singer who was indicted by Moscow Radio for her part in Yugoslavian affairs and was named as the girl friend of Marshal Tito, seen on arrival at the P.L.M. station, Paris, from Lausanne. She was greeted in Paris by an official of the Yugoslav Embassy and whisked off to the Embassy by car. "Madame Zinka" was en route to America to start a concert tour

HONOUR WAS SATISFIED: The long-awaited, much-postponed duel between a French lawyer and a schoolmaster taking place at dawn in a meadow at the village of Marnes-la-Coquette, near Paris, in spite of police attempts to prevent it. Roger Nordmann (right), the schoolteacher, who was challenged by Jean-Louis Tixier-Vignancour (left) because of a court case in which M. Nordmann was alleged to have made veiled accusations that M. Tixier-Vignancour was a collaborator, was slightly pricked by his adversary's sword—thus satisfying the lawyer's honour. Nordmann, an excellent pistol shot, said that, because of his pacifist principles, he would fire into the air. His challenger, who seemed to take the matter more seriously, chose swords as his weapon. The arrangements for the duel were cloaked in strict secrecy, and police and reporters failed to find the two men when news of the duel leaked out, because the antagonists slept away from home. The preparations for the duel were characterised by endless wrangling over details. The lawyer objected because, according to the "Code Duellum," a second must be ready to take his duellist's place if the duellist fails to show up

THE REPUBLIC OF COLOMBIA ON THE VERGE OF CIVIL WAR: Troops taking up strategic positions in public gardens at Bogota as President Perez instituted the severest measures in putting down his Liberal opponents. Before the military stepped in at the President's command more than 200 Colombian police fell before the fire of Liberal partisans. About 800 civilians were reported killed in various parts of the country during the course of a single month. A particular trouble centre has been the city of Arauca

NEW LIFE FOR THE ONCE DEVASTATED PORT OF DUNKIRK: Giant cranes at the quayside in the Channel port, which, in part due to E.C.A., is now handling as much traffic as in pre-war days. Dunkirk was reopened for trade in August 1946, fifteen months after its surrender by the Germans. A great many sunken vessels had to be brought to the surface before shipping could enter and depart freely

FITTING-OUT THE "OSLOFJORD," SCANDINAVIA'S NEW LUXURY LINER FOR THE ATLANTIC ROUTE: The "Oslofjord" seen in dry dock in Amsterdam, where Dutch workmen have been giving her her final coat of paint before delivery of the vessel to her owners. The motorship, built in Amsterdam for the Norwegian American Line, is due to leave on her maiden voyage to-day, November 26, and to arrive in New York on December 5. She is a vessel of 16,500 tons and replaces an earlier vessel of the same name destroyed by a mine in 1940 while in Allied service

AMERICA'S SECRETARY OF STATE MEETS THE LEADERS OF WEST GERMANY: Mr. Dean Acheson (centre) seen with Dr. Konrad Adenauer (left), Chancellor of the West German Federal Republic, and Dr. Theodor Heuss, the President. They met at a reception at Bonn, and Mr. Acheson, in the presence of the President, told the Press that he believed the West German Republic would so develop that in the very near future she would become once again a great and respected member of the Commonwealth of Europe. The emphasis which Mr. Acheson put on the words "very near future" was quite unmistakable, declared one eyewitness

GERMAN JEWS COMMEMORATE THE POGROM OF NOVEMBER 9, 1938: A service in progress in a Berlin synagogue, one of many such services to mark the eleventh anniversary of Crystal Night, when the Nazis carried out one of their worst raids against Jewish institutions. In addition to killing many Jews in the pogrom they smashed the windows of shops and houses, hence the name "Crystal Night"

BRITISH CARS OFFERED AT BARGAIN RATES ON THE AMERICAN MARKET: Visitors in a showroom on 24 East 54th Street, Manhattan, where a placard in front of one model announces "New price. 1,000 dollars less." Immediately after devaluation interest in the lower prices was marked, but sales were few. Now buying has increased slightly

GANDHI'S ASSASSINS DIE: Nathuram Vinayak Godse and his accomplice, Mayran Apte, the two men who in February were found guilty of the assassination of the Mahatma, and who were executed last week at Ambala Central Gaol. They remained defiant to the last. Godse shot Gandhi, and Apte, manager of the paper Godse edited, was held to have abetted in the murder. Five co-conspirators in the trial received sentences of transportation for life. As the Andaman penal settlement is closed they are all serving their terms in India

THE MARCHING COLUMN ENTERING THE CITY OF LONDON—THE HEROES OF THE YANGTSE PASSING THE LAW COURTS AND THE GRIFFIN MONUMENT AT TEMPLE BAR: The men of H.M.S. "Amethyst," with representatives of the cruiser "London," the destroyer "Consort," the frigate "Black Swan," and the R.A.F. Sunderland flying-boat which went to "Amethyst's" rescue in the Yangtse, seen on their march from St. Martin-in-the-Fields, where a Thanksgiving Service was held, to the Guildhall, where a luncheon was given by the Lord Mayor of London. In the front file are Commander I. G. Robertson, D.S.C. and Bar (H.M.S. "Consort), Commodore P. G. L. Cazalet, D.S.O. and Bar (H.M.S. "London"), and Lieut.-Commander Kerans, D.S.O. (H.M.S. "Amethyst"). They marched from fog in the West End into bright sunshine in the City of London

THE MARCHING COLUMN PASSES DOWN FLEET STREET EN ROUTE TO LUDGATE HILL, ST. PAUL'S AND THE GUILDHALL: As the column went on its way a great crowd surged across the road, and it can be seen blocking the whole of the northern end of Fleet Street. The whole contingent was nearly 300 strong, the largest party coming from the frigate H.M.S. "Amethyst"

MARCH OF THE "AMETHYST" MEN

The City of London's Welcome to the Heroes of the Yangtse

STOKER DONALD FLETCHER OF THE "AMETHYST": One of the wounded men leaving St. Martin-in-the-Fields with two shipmates after the Service

PASSING ALONG CHEAPSIDE TOWARDS THE GUILDHALL—THE BAND OF THE ROYAL MARINES LEADING THE PARADE AS IT NEARED THE END OF THE MARCH : An advertisement for the film "Home of the Brave" occupied a bombed site on the route, giving an added touch of topicality to the City's welcome. In one of the leading files can be seen Flight-Lieutenant M. E. Fearnley, the medical officer who was flown to the "Amethyst" in the Yangtse and remained with her during the months of idleness on the river and during the dash to freedom

LEADING SEAMAN WILLIAMS OF LIVERPOOL : A comrade carries him into St. Martin-in-the-Fields for the special Service of Thanksgiving

THREE MEN WHO HELD COMMAND IN THE YANGTSE BATTLE WERE AT THE HEAD OF THE PROCESSION : Commander I. G. Robertson (H.M.S. "Consort"), Commodore P. G. L. Cazalet (H.M.S. "London"), and Lieut.-Commander Kerans (H.M.S. "Amethyst")

THE CONTINGENT FROM H.M.S. "CONSORT" AND MEMBERS OF THE CREW OF THE R.A.F. SUNDERLAND WHICH CAME TO "AMETHYST'S" RESCUE : "Consort" and "Black Swan" are on duty in the Far Eastern Fleet, and consequently only a few men represented these ships in the contingent of 300

THE LORD MAYOR OF LONDON'S INSPECTION OF THE YANGTSE CREWS OUTSIDE THE GUILDHALL : Sir Frederick Rowland, accompanied by Viscount Hall, the First Lord of the Admiralty, and Lieut.-Commander Kerans, inspecting the men of the "Amethyst" in the Guildhall yard. The yard was not broad enough to take six ranks of men in open order

SIR FREDERICK ROWLAND PASSES DOWN THE RANKS : The Lord Mayor of London with the First Lord of the Admiralty (Viscount Hall), followed by Lieut.-Commander Kerans, D.S.O. "Amethyst" has been paid off, but the men will continue to wear the hatband of the ship until drafted. Following the celebrations in London they dispersed to their homes

THE LUNCHEON AT THE GUILDHALL

AT THE TOP TABLE AT THE GUILDHALL : From left to right are Marshal of the R.A.F. Lord Tedder, Viscount Hall, Sir Percy Greenaway (a former Lord Mayor of London), the Bishop of London, Mr. Attlee, Lieut.-Commander Kerans, the Lord Mayor of London and Commodore P. G. L. Cazalet. Field-Marshal Sir William Slim, Chief of the Imperial General Staff, is on the extreme right of the group

THE PRIME MINISTER AND THE FIRST LORD OF THE ADMIRALTY IN CONVERSATION WITH A MEMBER OF THE "AMETHYST'S" CREW : Mr. Attlee and Viscount Hall ; and on the right is Mr. Alexander, Minister of Defence

MEN OF THE "AMETHYST" RAISE THEIR GLASSES IN A TOAST TO THEIR CAPTAIN, LIEUT.-COMMANDER KERANS : This picture was taken during the speeches which followed the luncheon in the Guildhall. The principal speech came from the Lord Mayor, who, in proposing the toast of the ships' companies, recalled the wartime reception at the Guildhall of the men from H.M.S. "Ajax" and H.M.S. "Exeter," of River Plate fame

H.M.S. "AMETHYST" SAILS UP-RIVER FOR NANKING: She left Shanghai on April 19, 1949, her purpose being to relieve the destroyer "Consort" at Nanking. Union Jacks showed her nationality

The Battle in the Yangtse and the Dash to Freedom

THE EPIC OF THE "AMETHYST"

Three *Sphere* Artists Record the Incidents in a Special Four-page Section of *The Sphere*

The epic of the *Amethyst*, unique in itself, is in line with the traditions of the British Navy through countless generations. It was that trueness to pattern that caused the exploit of the Yangtse to be hailed throughout the English-speaking world; it was for that reason that London added its acclaim last week to that of Hong Kong, Malta, Gibraltar and Plymouth, which welcomed the *Amethyst's* men on their 10,000-mile journey home.

The story began on April 19, 1949, when the frigate *Amethyst* was standing-by with other ships of the Far Eastern Station in case British and Commonwealth nationals had to be evacuated from China. On April 19 *Amethyst* sailed from Shanghai to relieve H.M.S. *Consort*, a destroyer, stationed at Nanking, then beleaguered by the Communists.

When H.M.S. *Amethyst*, with Lieut.-Commander B. M. Skinner, R.N., in command, reached a point on the Yangtse River some 60 miles from Nanking on the morning of

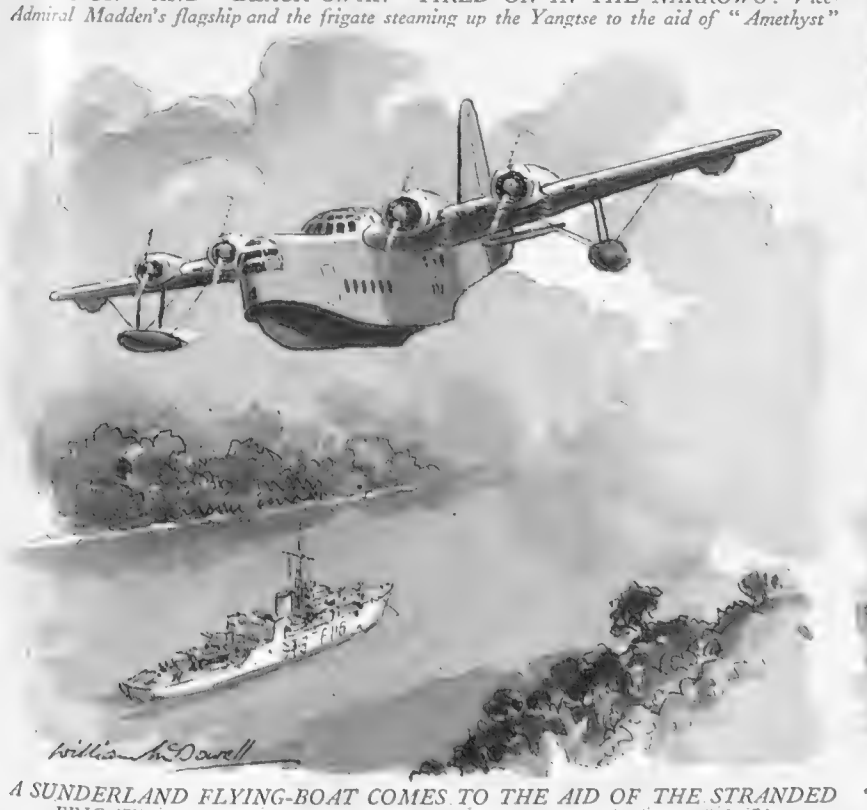
(Continued on following pages)

"AMETHYST" COMES UNDER HEAVY FIRE AND GOES AGROUND OFF ROSE ISLAND, 40 MILES BELOW NANKING: Field batteries, firing at point-blank range, crippled the "Amethyst" and seventeen sailors lost their lives

H.M.S. "CONSORT" DASHES TO THE RESCUE: The destroyer speeding down-river when attempting to assist the "Amethyst." The "Consort" was heavily shelled

"LONDON" AND "BLACK SWAN" FIRED ON IN THE NARROWS: Vice-Admiral Madden's flagship and the frigate steaming up the Yangtse to the aid of "Amethyst"

THE "AMETHYST" REDUCES THE NUMBER OF HER CREW: While she lay aground at Rose Island fifty-nine of her ratings and four Chinese mess boys made their way to the south bank of the river by swimming from the "Amethyst"



A SUNDERLAND FLYING-BOAT COMES TO THE AID OF THE STRANDED FRIGATE: In the Sunderland were two doctors, one of them Flight-Lieutenant Fearnley, R.A.F., who remained with "Amethyst"; and Lieut.-Commander Kerans

"AMETHYST" FINDS A NEW ANCHORAGE IN THE TA SHA CHANNEL: After getting afloat again at Rose Island the frigate moved up-stream and at this new anchorage the crew tried to repair the damage. Drawings by William McDowell

"AMETHYST" RUNS the YANGTSE GAUNTLET

THE FRIGATE RETURNING FIRE SOON AFTER THE START OF HER HISTORIC DASH DOWN TO THE SEA

Specially Painted for "The Sphere" by MONTAGUE DAWSON

JUST AFTER 10 P.M. ON THE NIGHT OF JULY 30, 1949—FOR THE "AMETHYST" IT WAS N
When the Communist shore defences discovered "Amethyst" was on the move she ca

(Continued from previous page)

April 20, she came under heavy fire from the Communist-held north bank, sustained considerable damage and casualties, and eventually grounded on Rose Island.

H.M.S. *Consort* was ordered by Vice-Admiral Madden, Second-in-Command at the Far Eastern Station, from Nanking to the *Amethyst*'s assistance, and the frigate *Black Swan* from Shanghai to Kiang Yin, 40 miles down-river from the *Amethyst*. The *Consort* was heavily shelled when she reached the *Amethyst* and made two unsuccessful efforts to take her in tow, suffering casualties and damage. On April 21, the *Amethyst* succeeded in refloating herself by her own efforts, and finally anchored two miles above Rose Island. She was unable to proceed any farther as her chart had been destroyed and her hull hole
The cruiser *London* and H.M.S. *Black*
to reach the *Amethyst*, but met with su
they withdrew.

A Sunderland aircraft of the R.A.F
R.A.F. doctor, medical supplies and char
was fired upon on landing, but the R
some supplies were transferred to the shi
was compelled to take-off. The *Amethy*
in a creek. After evacuating a numb
nearby town, the *Amethyst* moved 10 m
the cover of darkness and completed
more seriously wounded, including hea
of his wounds soon after. Remaining

OR NEVER: Her crew were on half-rations and her stock of oil fuel was low. She slipped her cable at twelve minutes past ten, and started her seven-hour dash to freedom. under heavy artillery and Oerlikon fire, but in the confusion, and by taking close station astern of a river vessel, she negotiated the first bend of the river successfully

Royal Navy officers, one R.A.F. doctor, fifty-two ratings and eight Chinese. Command of the *Amethyst* was taken over by Lieut.-Commander J. S. Kerans, R.N., a member of the staff of the C.-in-C. Far Eastern Station.

For more than three months the *Amethyst* was refused a safe conduct by the local Communist military authorities, and remained in the Yangtse under almost intolerable conditions of heat and confinement until at 22.12 local time on July 30 she slipped her cable and started her seven-hour dash to freedom.

The task facing Lieut.-Commander Kerans was immense. He had no pilot on board and would have to rely entirely on his own navigation. In addition, the attempt would have to be made at full speed to enable him to reach the river mouth, 140 miles away, before light. It was a tremendous responsibility.

On the other hand, time was running very short for the *Amethyst* and her men. It was now or never.

As a preliminary measure the captain had the ship's cable packed with sacking so that it could be slipped silently and without giving the alarm ashore. Dark patches of canvas were spread along the superstructure of the ship to alter her silhouette. As the moon began to set, the crew were closed up at action stations, and at 10.12 p.m. Lieut.-Commander Kerans gave the order to slip. But as soon as the men ashore saw that the ship was under way they opened fire. The shelling was intense and the *Amethyst* was hit on the starboard bow by a shell from a 75-mm. gun and at the same time was sprayed with machine-gun fire. Those were anxious minutes and for a few moments it seemed to Lieut.-Commander Kerans that his attempt would fail and that he would have to beach the ship and blow her up. But fortunately the Communist gunners were firing wildly.

One further stroke of good fortune fell to the gallant little ship. A river steamer was passing at the time and the *Amethyst* took close station astern of her, hoping thus to escape detection.

At this stage a Communist gunboat on the river took a hand in the proceedings. She was promptly hit and sunk by the guns ashore and the *Amethyst* got clear. She was soon approaching the crucial part of her

(*Continued on following page*)

The Epic of the "Amethyst"

ESCAPE to FREEDOM

Destroying "Amethyst's" codes

The ship's cable is packed with sacking, prelude to a noiseless departure

The "Amethyst," seen to be moving off, comes under fire and is hit on the starboard bow

The enemy shore batteries hit and sink one of their own gunboats in the Yangtse

Special *Sphere* Drawings by John Gretton

"Amethyst" breaking through the boom below Kiangyin

Journey's end, "Woosung in sight"

(*Continued from previous page*)

passage. Kiangyin itself was heavily defended and just below it was a boom stretched across the river, made up by sunken boats, with a narrow channel through marked by white buoys. It was pitch dark now and she could scarcely hope to see the buoys. She would have to break through the boom, and its strength was uncertain. Off Kiangyin she again came under the fire of shore batteries. Just before 1 a.m. on the 31st she signalled "Under heavy fire off Kiangyin," and twelve minutes later, "Still under heavy fire—nearing boom." She made no more signals for two hours.

Those were anxious hours for the Commander-in-Chief. The *Amethyst* was now in the most difficult part of the river and to the hazards of gunfire were added those of navigation. But the tension was relieved at 02.42, when a laconic signal, "Hundred up," showed that she was still going strong. And indeed it was so. Two and a half hours later she reported "Woosung in sight," and shortly afterwards she made contact with H.M.S. *Concord*, which was waiting for her just off the mouth of the river. Here *Amethyst* made her last signal: "Have rejoined the Fleet. No damage or casualties. God save the King." Her ordeal was over.

THE MARCH TO THE PALACE

The Men of the Yangtse Battle are Received by the King

THE MEN OF THE YANGTSE BATTLE MARCH INTO THE COURTYARD OF BUCKINGHAM PALACE BEFORE BEING RECEIVED BY THE KING IN THE BALLROOM: The entry into the Palace clashed with the changing of the guard, and the latter ceremony was held up for the occasion. Lieut.-Commander Kerans is seen at the head of the left-hand file, and behind him is his First Lieutenant. On the right is Commander Robertson, of the "Consort"

AFTER RECEIVING HIS D.S.O. FROM THE KING: Lieut.-Commander Kerans with his wife, who is holding the decoration. The King decorated all those in the contingent who had received gallantry awards

THE LAST PARADE AS A CONTINGENT IN THE HEART OF LONDON: The men of the "Amethyst," the "London," the "Consort" and the "Black Swan" and the Sunderland flying-boat leaving the Palace after being received by the King. At the head of the procession in the right-hand file is Telegraphist Jack French, who received from the King the Distinguished Service Medal. After his inspection the King told the gathering: "By your conduct you have shown that the old qualities which have sustained this country through the centuries are still alive. Your bearing has been that which I expect from all ranks and ratings of the Royal Navy and has given strength to the faith of many people throughout the world"

TRYING THE LENGTH OF THE BATHS AT THE ROYAL MARINE SCHOOL FOR FROGMEN: These men, attached to the Small Raids Wing of the school, are undergoing underwater-swimming training. The Royal Marine Amphibious School consists of a number of separate units, each with its own commanding officer. Each specialises in undersea warfare and raiding parties

FROGMEN AT SCHOOL

The Royal Marine Amphibious School at Work

Regulars of the Royal Marines who have undergone all other training, including service afloat, attend the Royal Marine Amphibious School. There they undergo training as frogmen. The Small Raids Wing, one section of the school which is illustrated on this page, trains men for carrying out night raids on enemy-held coastlines from collapsible canoes. One of the other sections of the school is the Landing Craft Obstruction Unit. This unit is responsible for clearing beach obstacles before a landing.

AFTER THE EXERCISE—OPERATIONAL FROGMEN LEAVING THE SEA AT THE SCHOOL FOR FROGMEN: They are dressed in their full kit, including rubber suit, fins and oxygen breathing apparatus

THE FROGMAN PREPARES FOR HIS ATTACK—LEAVING A CANOE EQUIPPED WITH HIS LIMPET MINE: Having reached the pre-selected spot from which he is to carry out his operation, the frogman leaves the collapsible canoe to dive beneath the ship which he is to attack

PADDLING TO THE SCENE OF OPERATION—FROGMEN IN THEIR COLLAPSIBLE CANOES: The man in the bows is the canoeist who takes the frogman to his attacking spot. There he will wait for the frogman until the attack has been carried out

KEEPING COOL AT 130 DEGREES—PROTECTION FOR AIRCRAFT-CRASH FIREMEN ON AN AMERICAN AIRFIELD: The new suit is designed to keep crash firemen at a temperature of 130 degrees while working in burning wreckage at a temperature of 2,000 degrees. *Top picture*—A front view of the suit as demonstrated by the U.S. Air Force Engineering Division at Wright-Patterson Air Force Base, Dayton, Ohio. *Below*—A firefighter engulfed in flames which reached a temperature of 2,400 degrees. The body temperature of the fireman did not exceed 115 degrees during the tests. The equipment consists of a one-piece overall, a hood, mitten-type gauntlets and asbestos-soled boots. The suit is made up of eighteen layers of glass fibre, glass fibre batt, glass fibre net, neoprene-coated glass fibre, honeycombed cotton-cloth silver foil, aluminium foil and nylon arranged so as to provide the best possible protection yet devised against both the conductive and radiative type of heat experienced in aircraft-crash fires. In all, the suit is only about half-an-inch thick and the material able to withstand abrupt and extensive changes in temperature

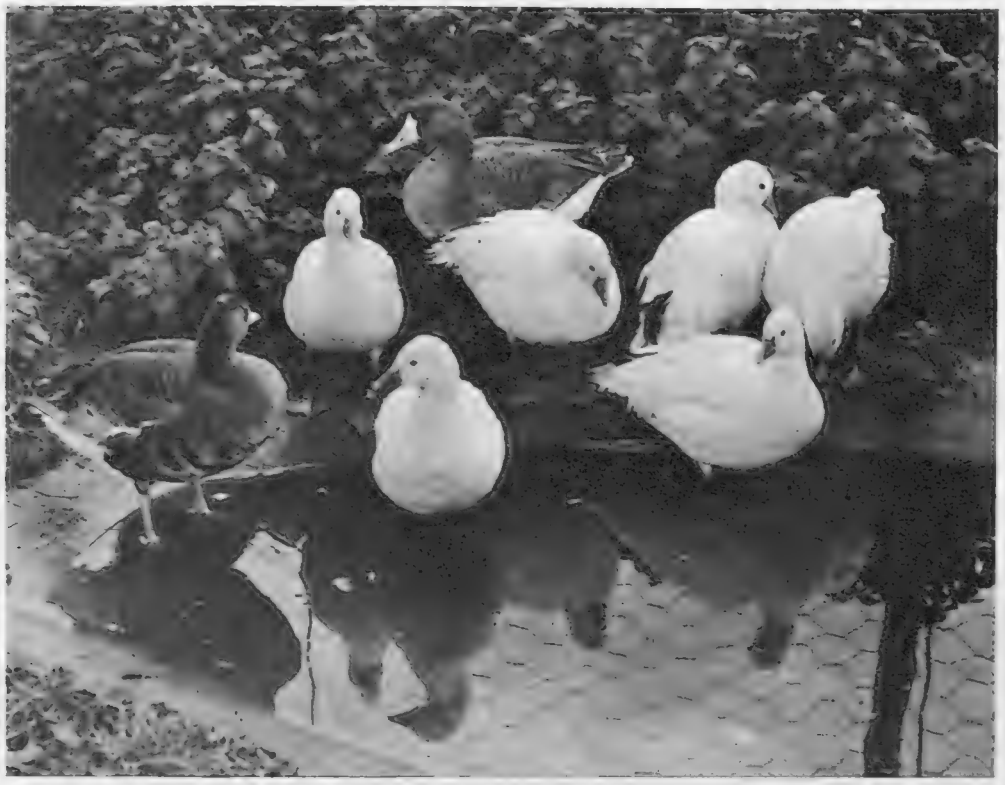
AN AUTOMATIC PARACHUTE—A NEW BRITISH DESIGN FOR GREATER SAFETY IN JET FLYING: The new parachute successfully demonstrated by Major T. W. Williams at Stansted Aerodrome, Essex, will give greater protection for flyers at the great speeds and high altitudes now reached by jet aircraft. Major Williams, a former army parachutist, made his trial jump from a Dakota flying at 15,000 ft. He held a stop-watch to check the speed of his descent and a notebook was also strapped to his right thigh. The new parachute, which is operated by a barometric release device (fixed on the wide belt on the jumper's right-hand side), is a development of the Irving parachute which has already saved over 60,000 lives. It enables the airman to pre-set his parachute to open at any predetermined altitude. In addition to a barometric capsule, the mechanism contains a small clock which comes into action if the wearer leaves his aircraft below the height at which the release is set. This additional device delays the pulling of the ripcord, which is operated by a compressed coil spring, until the airman has fallen clear of the aircraft. By this method injured airmen can be safely lowered

CRASH WEAR

A NEW PARACHUTE FOR THE AIRMAN AND AN ASBESTOS SUIT FOR THE FIREMAN WHO GOES TO HIS RESCUE

CANADIAN GEESE IN GLOUCESTERSHIRE

And Other Pictures of Home News



NEW ARRIVALS AT THE NEW GROUNDS OF THE SEVERN WILDFOWL TRUST AT SLIMBRIDGE, IN GLOUCESTERSHIRE: ***Left*****—Six Ross's Snow Geese and two rare Tules, which were captured by Peter Scott on his recent expedition in the North of Canada, and which were flown to Slimbridge, on the River Severn, from Winnipeg. Centre—One of the Ross's Snow Geese takes its first walk on English soil, watched by head warden Tom Johnstone.** ***Right*****—Peter Scott with one of the two Tule geese.** The Severn Wildfowl Trust, of which Peter Scott is Honorary Director, divides its activities into two seasons—the winter, when wild geese visit the estuary and ducks are caught in the duck decoy; and summer, when tame birds in the waterfowl collection are breeding and the young are being reared. There are now over 800 wildfowl from all parts of the world, which are kept in semi-captivity by clipping their wings. Last year, the first wild geese arrived on September 21, and by the end of October there were fifty-eight pink feet and thirty-eight white fronts. By January 15 of this year, 3,800 geese were counted. Peter Scott has recently returned from an expedition to the far north of Canada. He plans to visit Alaska and Patagonia in the future

DEMONSTRATING A NEW ATTACHMENT FOR FARM TRACTORS: The "Foreloda" manure-fork attachment for stockyard clearance manure loading, mounted on a Fordson Major tractor. The new "Foreloda" for use with Fordson Tractors was demonstrated at Twyford, Bucks, at the experimental depot of Modern Designs Ltd. It is considered one of the most efficient loaders for work forward of the tractor, and can be fitted without difficulty, needing no modification to the tractor. The equipment consists of two side frames connected at the tractor centre and beneath the rear axle. The range of implements for front-end attachment includes a working platform for loading sacks, bales or milk churns; and a general-purpose bucket attachment for loading earth, gravel, etc.; besides the manure-fork which is fitted to the tractor in the above picture. The "Foreloda" equipment is under full control from the tractor seat

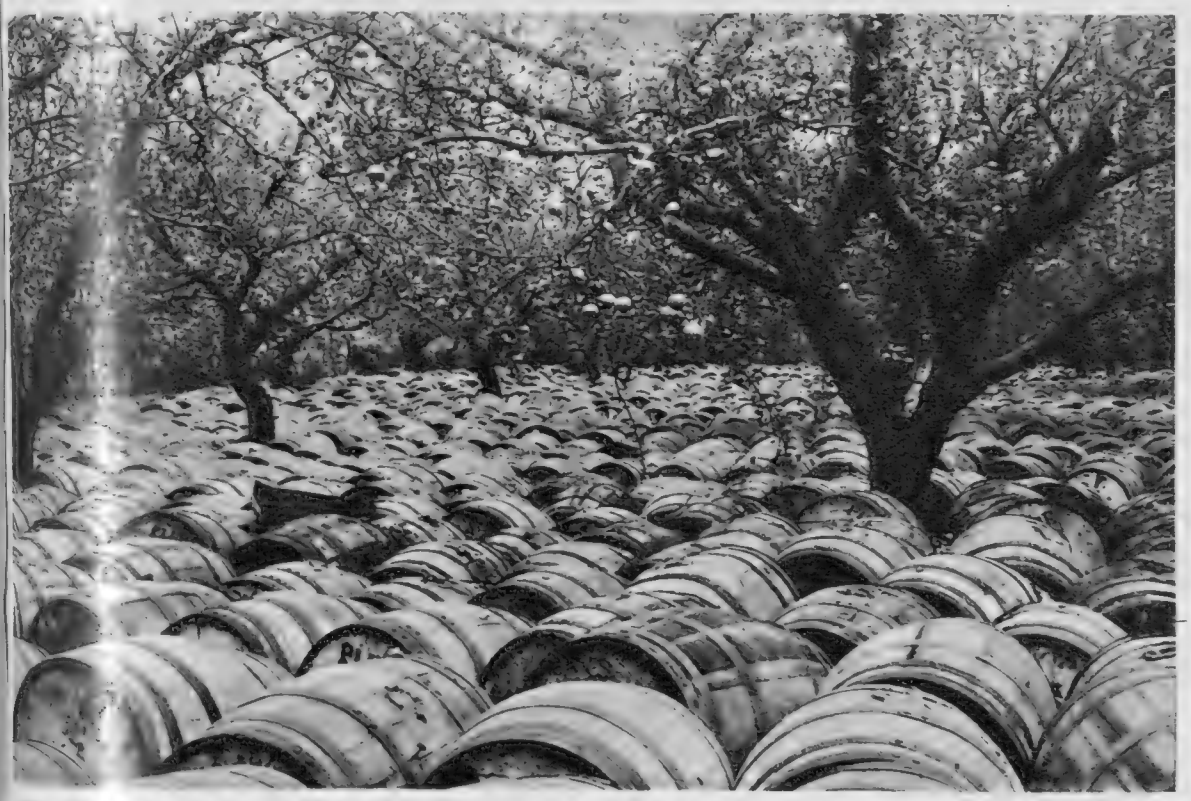
THATCH REPLACES TILES ON A LINCOLNSHIRE FARMHOUSE: The Morley Brothers of Wimblington and Brampton finish their three-weeks work on the roof of Fowler's Dairy Farm at Humberstone, near Grimsby. Peter and Bert Morley, both under forty years of age, are among the youngest members of the Thatchers Federation. Their family has followed the craft since 1600. The newly-thatched roof has changed the appearance of the house, as can be seen by comparing it with the tiled building on the left of the picture. An expertly thatched roof like this may last for hundreds of years with minor attention every twelve or fifteen years

A GIANT CHRISTMAS-TREE LEAVES THIRLMERE: Most of the trees are eight years old when they are uprooted. This extra large one is destined for the Tower Ballroom in Blackpool. The Forestry Department of Manchester Corporation Waterworks is busy uprooting thousands of Christmas-trees at Thirlmere, in Cumberland. Some 20,000 (less than half the usual number) will go to provide Christmas decoration. The trees are kept in a "nursery" for their first four years and are then transplanted at Thirlmere, where they grow into the required shape. The heavy frost of May 1948 destroyed the shape of many trees

A HOME-MADE BOAT: Mr. Henry Mitchell works single-handed on his 30-ft. craft under the shadow of the Hastings Fishermen's Church of St. Nicholas. Each section is cut and shaped by hand from English oak and elm from the sawmills at Robertsbridge, a few miles inland. Mr. Mitchell works without plans or drawings. When completed, his boat will be 30 ft. overall, with a beam of 10 ft. 6 ins. and a 24-ft. keel. When the hull is completed, Mr. Mitchell intends to fit a 30-h.p. engine and to use the craft for fishing and pleasure

AN **EXHIBITION OF TIBETAN ART IN LONDON: Visitors to the Berkeley Galleries in Davies Street look at a portrait of the fifteen-year-old Dalai Lama.** The portrait is believed to be the only one ever painted from life of the boy ruler, and was made by an Indian artist, Kanwal Krishna, who accompanied Sir Basil Gould to the Dalai Lama's installation at Lhasa in 1940. The exhibition of the "Mystic Art of Ancient Tibet," opened last week by Mr. Christmas Humphries, is being held as part of the Silver Jubilee of the Buddhist Society in London. Temple vessels; an elaborately carved treasure-chest from a monastery; a household shrine made in bronze, a replica of a temple of the eighteenth century; and a bone apron from the Samding Monastery on the shores of Lake Yamdok Tso are among the fascinating exhibits. The bone apron is carved in typical Tibetan designs from human bones, probably of deceased High Priests and is part of a priest Lama ritual dress

MR. LEWIS DOUGLAS MEETS THE WEST EUROPE DEFENCE GROUP: A conference at the U.S. Embassy in London to explain the position of the United States after the recent approval by Congress of the Mutual Defence Assistance Act. Round the table are, reading from bottom right-hand corner in an anti-clockwise direction: M. Gerard Andre, 2nd Secretary, France; General Paul Stehlin, France; M. Gerard Walravens, Belgium; and Lieut.-Colonel A. Bigwood, Belgium, representing Luxembourg; General Thomas T. Handy, U.S.; U.S. Ambassador in London, Mr. Lewis Douglas; Richard B. Freund, U.S. Defence Dept., Chief of U.S. Delegation; Major G. F. M. Chandler (Interpreter), with hand to face; W. John Kenny, Chief of E.C.A. Mission to U.K.; Admiral A. D. Nicholl, U.K.; E. M. Rose, Foreign Office; General P. L. G. Doorman, Netherlands; M. D. M. de Smit, Commercial Counsellor, Netherlands; M. George L. Heisborg, Secretary to Legation, Luxembourg (hands crossed on table); and George Malaby, Western Union Secretariat (full back to camera). Mr. Douglas outlined the response the United States hopes to make to the requests, submitted earlier this year, by the participating countries for military equipment



SAVING DOLLARS BY PULPING FRUIT: **Barrels containing the pulp in a Kent orchard, and (*right*) sieved pulp is poured into a 50-gallon barrel.** Fruit pulp, which Britain imports from Canada and other dollar areas, is now being produced at the rate of 2,000 tons a year by a young farmer, Mr. Jack Lee, of Crockenhill, Kent, who has been pulping plums, damsons and strawberries for direct sale to jam manufacturers for four years. He believes that if more fruit farmers turned their crop into pulp instead of selling it in the normal way, Britain could produce enough for her own needs, with some left over for export. "The U.S.A. is a likely market," he says, "because, although it is a great fruit-growing country, manufacturers import European pulp for its better quality." To create work for the employees, oranges are pulped during the slack season, January to March. Inside the pulping shed are four 8½-cwt. swivel vats and a sieve, or pulping mill. The fruit is tipped into the vats. After twenty minutes' cooking with steam under pressure the pulp is run off into a trough and finally into 50-gallon, sterilised barrels. A preservative (sulphurous acid) is added, and the barrels are rolled about to mix it. For protection against the sun, the barrels are stored in the shade of the orchards, otherwise the heat may cause the barrels to explode

A NEW MOBILE RAIL SCHOOL FOR LONDON TRANSPORT: **A lecturer using the epidiascope in the "tube" school.** A tube train, painted orange instead of the usual red, will soon be seen on London's Underground. It is the new mobile rail school, which will be used to train mechanical maintenance workers. It consists of five cars, with a lecture room and demonstration models of the complex apparatus (such as automatic doors) used on tubes

SIXPENCE-IN-THE-SLOT FOR A LEFT-LUGGAGE LOCKER: A traveller uses one of the new automatic lockers at Euston Station. Pat Bromley was one of the first passengers to use the new lockers which can be hired at 6d. for twenty-four hours. Batteries of them are now on three platforms at Euston. Sixpence provides an individual key to a private locker

GERMANY'S FAST REVIVING INDUSTRIES

The Volkswagen Works in the Ruhr and the Hamburg Oil Plant

Despite the caution of Herr Blucher, Germany's Federal Vice-Chancellor, who warns the Allies against over-estimating the measure of Germany's economic recovery, there is pictorial evidence in plenty that things are looking up in Western Germany. The vanquished land is now a hard-currency area, with an ever-mounting coal production, and numerous light and heavy industries are well on the road towards better times. The reconstruction of the Volkswagen works in Brunswick provides a case in point. It has brought great satisfaction to local people, about 10,000 of whom have found employment there. The little car is being exported to most European countries and the plant will soon be working near capacity. The target for 1950 is 60,000 cars, and the indications are that this will be reached. If the Germans have any grouse about the matter of the Volkswagen it may be that it comes from those who originally contributed their savings to Hitler's Volkswagen scheme.

THE ASSEMBLY LINE AT THE VOLKSWAGEN WORKS IN BRUNSWICK: Cars under construction at the factory, which is now geared for large-scale production. 65 per cent. of the factory area was damaged during the war, but now 85 per cent. is in use. Over ten thousand people are employed at the works

FINISHED CARS WAITING TO BE DISPATCHED: Volkswagen outside the factory at Wolfsburg, Brunswick. The plant restarted in 1945 with an initial production of 713 cars in the year. It is hoped that the 1949 figures will top 40,000 cars

RISEN FROM THE RUINS OF GERMANY'S SECOND CITY: Officials touring the newly-repaired Hamburg refinery following its official reinauguration. During the Second World War the port was almost totally destroyed, and more than two-thirds of the industrial and residential areas were laid waste by bombing

HAMBURG'S GREAT OIL-REFINING PLANT IN OPERATION AGAIN: Herr Stock, Director of the refinery (second from left), Dr. J. K. Dunlop, British High Commissioner in Hamburg, and Herr Hofland, Director-General of German Shell, seen during their tour of inspection following the official reinauguration of the plant, which was 90 per cent. destroyed by Allied bombing. Now the refinery will add vastly to German resources, cutting dollar spending for imported oil products. Before the war the Hamburg refinery dealt with 600,000 tons of crude oil annually. Hamburg to-day enjoys an almost unbelievable degree of prosperity, and, although still largely laid waste, it derives vast profits as a port of entry and export. Shipbuilding is limited to vessels of small tonnage, but the big companies have large repair contracts

FIFTY TONS OF CEMENT TORN FROM THE "QUEEN MARY"

The Great Liner Undergoes Repairs in Dry Dock

Last January there was no little consternation in shipping and insurance circles when it became known that the Cunard White Star giant *Queen Mary* had gone aground in a storm off the port of Cherbourg. The great vessel was refloated from the sandbank on which she was held fast after a fifteen-minute effort at high tide, and she recrossed the Channel to her home port with nearly 2,000 passengers on board to undergo an inspection before making her delayed sailing for New York. To safeguard the *Queen Mary* 50 tons of cement were grouted into her damaged hull. Now, undergoing her annual repair, the cement has been removed in the King George V. dry dock at Southampton. The *Queen Mary* is the first of nine ships of the Cunard White Star passenger fleet to be withdrawn from service for winter overhaul.

AN OPERATION ON THE "QUEEN MARY" IN THE KING GEORGE V. DRY DOCK AT SOUTHAMPTON: Officials of the repair company and the ship owners looking on as a starboard bottom plate of the Cunard White Star liner was removed to permit the removal of 50 tons of cement which were grouted into the ship last January after she went aground and was damaged during a storm just off the port of Cherbourg

NIGHT OPERATIONS ON THE "QUEEN MARY": The liner's vast bulk illuminated by powerful lights at the start of the six weeks' overhaul. The "Queen Mary," it is hoped, will sail for New York in December

THE DENTED KEEL PLATE OF THE 81,000-TON LINER: This part of the keel, lying between the two sets of propellers, was dented up to 8 ins. following the grounding at the start of the year. On the right can be seen cement taken from the hull. For ten months it has effectively prevented leaking

AFTER THE REMOVAL OF THE 5-TON KEEL PLATE: Concrete, previously broken up with pneumatic drills, piled beneath the hull of the "Queen Mary" and shovelled on to the floor of Southampton's King George V. dry dock. The task of repair is being carried out by Messrs. John Y. Thornycroft of Woolston, Southampton

U.N. POINTS TO SOLID ACHIEVEMENTS

Some Positive Gains Amid the Spate of Vetoes

By CHARLES GRAVES

ALMOST every day, in spite of the abbreviated size of our newspapers, there are references to United Nations. Usually it is that Vishinsky has utilised the veto or that some minor country has cocked a snook at us, or—as happened last week—that the Belgian Foreign Minister claims that U.N. has proved a worse failure than the League of Nations, and that the Western Alliance and the Atlantic Pact arose out of the Western nations' lack of confidence in U.N.

Large sections of the British public, living in an atmosphere of cold war ever since the Potsdam Agreement, have long ago decided that U.N. is an ideal far too premature for present-day shock tactics. With Russia constantly saying "No," they ask, what is the use of this organisation? And is it not absurd that Dr. Tsiang should represent China at the Security Council when there is scarcely a foot of Nationalist Chinese territory which has not been overrun by the Communists? (No wonder that the British Government and the United States Government have refused so far to recognise the new régime in China, because if they did so they would have to have a totally different representative among the five Permanent Powers.)

Recently I went along to the head office of U.N. in London to find the answer to some of these queries.

"The time to worry is when the delegates stop talking," I was told disarmingly. Thereafter I was taken point by point through a whole series of worthy jobs performed behind the scenes by the various branches of U.N. "All these factors will sooner or later produce a much more favourable climate for the political discussions at the top," I was assured.

These commercial, social, economic and educational services are certainly formidable and involve astronomical figures. The Food and Agricultural Organisation of U.N. (F.A.O.) has developed a vaccine which will rid the world of rinderpest, a disease which has been killing 2,000,000 cattle a year. A few days ago in London the six leading experts in the world on the subject of foot-and-mouth disease met to discuss methods of combating this equally dread scourge of cattle. Over 400,000 refugees had found new homes through the International Refugee Organisation (I.R.O.) by the beginning of this year. The World Health Organisation has cut the malaria rate in Greece from 1,000,000 cases annually to 50,000, and was also entirely responsible for checking that cholera epidemic in Egypt in six weeks. Fifteen million children have been immunised against T.B. in Europe alone. Another 6,000,000 victims of war have been given food, medical aid, clothes, shoes and blankets. And so it goes on.

There are altogether eleven specialised agencies of U.N., though one of them, the Universal Postal Union, is seventy years older than its parent organisation. Not surprisingly, the U.N. spokesman invites the public to pay stricter attention to these agencies than to the political success of U.N. in international affairs.

True, the claim by the U.K. against Albania for £875,000 in respect of the Corfu incident, came up this last week as a sequel to the decision of the International Tribunal at The Hague, but this matter has been dragging on for many months. The stage now reached is the assessment of damages, but even supposing that the British claim is agreed in full by the Tribunal, who is going to make Albania pay the requisite compensation?

One of the weakest aspects of U.N. is that the original plan to have an international army able to take action, punitive or defensive, has never materialised. Nor was its size ever discussed. Instead, a number of meaningless phrases that the force should be of adequate strength to carry out its commitments were put on paper, but never carried into effect.

In the next few days another subject of international interest will be under review at The Hague, when an ancient dispute between Great Britain and Norway will be discussed. The British believe in the three-mile limit—a limit which follows the indentations of the coast. The Norwegians believe in a four-mile limit, but insist that it should be drawn north to south four miles outside their most westerly promontories. This means, in effect, that British trawlers and fishing smacks should not, in Norwegian eyes, fish within, perhaps, fourteen miles of the coast where there is a deep bay.

Of the major international disputes which have been front-page news during the last four years, five were eventually settled by the Security Council, though whether agreement would have been reached even if U.N. had not existed is a matter for conjecture. The first dispute was between Persia and U.S.S.R. The Security Council had only just met for the first time when Persia complained that Soviet forces which had moved into Persia during the war had not been withdrawn and were urging the province of Azerbaijan to join the U.S.S.R. Gromyko objected violently to the matter even being discussed, and at one point staged a dramatic walk-out. Nevertheless, the Soviet forces ultimately disappeared and Azerbaijan was united to Persia. Another dispute arose when Syria and Lebanon demanded the withdrawal of French and British forces. The French and British forces duly withdrew. It looks as if the Greek problem is at last being solved and U.N. claims to have prevented the conflict becoming more widespread.

It was certainly U.N. which was responsible for the creation of the State of Israel in Palestine, in spite of the objections of the six neighbouring Arab States which invaded the country. But U.N. was unable to prevent Count Bernadotte from being murdered by the Stern Gang, and once again it seems to have been the U.K. which was at the thin end of the deal. The fighting between India and Pakistan ultimately came to an end on January 1 of this year. U.N. claims that it was due to its untiring efforts that the internecine war in Kashmir petered out.

The conflict in the East Indies between the Dutch and the Republic of Indonesia certainly gave U.N. a complicated problem. In 1947 the Dutch launched full-scale attacks against the Republic but obeyed the Security Council's demand for a cease fire and a year later both parties agreed to a programme for making Indonesia independent. Whereupon the Dutch returned to the attack and captured the capital of the Republic, remaining in control of it for seven months. To-day the programme for Indonesian independence is admittedly under way again.

U.N. further claim that the lifting of the blockade in Berlin by the Russians was due to new talks at their headquarters. The question of Korea was brought before the U.N. in 1947. At that time the U.S.A. occupied the southern part and the U.S.S.R. the north. U.N. sent a Commission to the spot to see whether free elections could be held; but the Russians refused to allow it to enter their zone. The Commission remained in Korea to supervise the elections held in the south in May 1948. In December the Assembly officially recognised the Korean Government, formed as a result.

At the London headquarters I was assured that the Security Council is no less successful than many arbitration tribunals held in this country. It was further pointed out to me that when there is a breakdown in industrial disputes a new approach is attempted. The same patient negotiations in the international field are attempted by U.N., and in spite of many disappointments and a number of failures, further attempts to find a suitable formula are made. It is certainly true that we are living in a world without any peace treaties—a world which is riven by sharp, idealistic antagonisms. Nevertheless, a great deal of good is being done all over the world by the various agencies of U.N. Against that, nothing that U.N. can do seems able to overcome what most people regard as the biggest problem of all—that of atom-bomb control. The Russians have surprisingly offered to raise their Iron Curtain for atomic inspectors, but the U.S., quite apart from the U.K., is unlikely to agree to anything less than constant international supervision, while the Russian Foreign Minister would only agree to periodic inspection.

When I raised this point at U.N. headquarters in London I was told bluntly but frighteningly that atom-bomb control is completely out of date already, and that a certain international expert gave a lecture in Switzerland the other day to a group of scientists in which he said that a new substance had been developed by the U.S., 7½ ozs. of which would exterminate the population of the world, and that an appreciably smaller quantity of it, when "applied" to an opposing country, would neatly kill all animals and human beings immediately; but within twelve hours, thanks to oxidisation, would lose all its virulent effect and enable the invading forces to enter with complete immunity. (The only petty trouble connected with this new device is that it does not distinguish between human beings and animals.)

My own personal theory, for what it is worth, is that the primary reason for continuance of world peace, however uneasy it may be at the moment, is largely the memory of the Nuremberg trials. As a senior general said to me the other day, "In future, every commanding officer in the field will go into action with a metaphorical noose round his neck."

In the meantime, the total cost of U.N. is only £12,000,000 per annum—exactly half what the New York police force costs. The fifty-nine different countries which represent U.N. pay a proportion of the cost according to their national incomes, ranging from 39 per cent. paid by the U.S.A. to 0.04 per cent. by the Yemen. Great Britain pays 11 per cent. of the total, France and the U.S.S.R. each pay 6 per cent. In view of what treasures Great Britain has poured out in other directions, it would seem that £1,320,000 is a very small insurance, even when the pound is devalued, against the delegates of Russia and other Iron Curtain countries ceasing to meet in the Security Council, irrespective of their vetoes.

THE MASTER OF THE VETO—ANDREI VISHINSKY, THE RUSSIAN FOREIGN MINISTER, BREAKS OUT INTO A GIANT YAWN DURING A UNITED NATIONS MEETING AT LAKE SUCCESS: Last week Mr. Hector McNeil accused Mr. Vishinsky of trying "to murder peace," afterwards pleading with Russia's Foreign Minister to go back to Moscow and tell the Russians the truth about the rest of the world

"WITH BEST WISHES"

It is not too early to think of Christmas presents—especially for friends overseas. Those in search of a gift will find that a year's subscription to THE SPHERE provides an ideal solution. Each week, the new copy will be a fresh reminder of the kind thought and good wishes of the friend at home. Orders for subscriptions for THE SPHERE to be sent overseas can now be taken. They should be addressed: The Subscription Department, THE SPHERE, Commonwealth House, 1, New Oxford Street, London, W.C.1, together with the name and address of the person to whom the copies are to be sent, and enclosing the price of the subscription. Canada, £5. Elsewhere abroad, £5 5s. (to include the Christmas Number).

THE PLAY SCENE IN THE FIRST ACT OF TCHEKOV'S "THE SEAGULL," AT THE ST. JAMES'S THEATRE: Left to right are Nuna Davey as Pauline; Mai Zetterling as Nina; Paul Scofield as Constantine; Isabel Jeans as his mother, Madame Arkadina; Hazel Terry as Masha; John Kidd as Medvedenko; Ian Hunter as Trigorin; Richard Caldicott as Shamrayef; and Philip Stainton as Sorin

THE SEAGULL

The Company of Four Revive Tchekov's Play at the St. James's Theatre

Yet another successful production of the Company of Four at the Lyric Theatre, Hammersmith, found its way to the West End, last week, when *The Seagull* went to the St. James's Theatre for a limited run before Sir Laurence Olivier assumes the artistic direction of that theatre. The George Calderon translation of *The Seagull* is produced by Ivan Hartschel, and has some attractive settings and costumes by Paul Sheriff and William Chappell. The story of the unhappy, over-sensitive son of a successful actress-mother; of his love for the young Nina and his despair when she goes to the novelist Trigorin, is told in a series of incisive character studies in typically Tchekovian style.

"I HAVE BEEN BRUTE ENOUGH TO SHOOT THIS SEAGULL. I LAY IT AT YOUR FEET": Constantine is in love with Nina who, in turn, falls in love with the successful novelist, Trigorin. When Constantine learns that Nina still loves Trigorin, after he has deserted her, he shoots himself in his despair

"BUT A MAN COMES ALONG BY CHANCE AND SEES HER AND RUINS HER, LIKE THIS SEAGULL, JUST TO AMUSE HIMSELF": Trigorin describes his notes for a short story which foretells the future of himself and Nina

"WE'D GOT AS FAR AS THE CORN-CHANDLER AND THE RATS": Dorn (Nicholas Hannen) entertains Masha and Madame Arkadina with a little light reading

The World of Books—By VERNON FANE

MICHAEL SADLEIR'S MODEL BIOGRAPHY

A Son's Word-portrait of His Father Presents a Strong but Lovable Character

THE life of Sir Michael Sadler, by his son, is a model of what a good biography ought to be. Even so, in a foreword, Mr. Michael Sadleir disclaims that it is a biography "in the accepted sense," and goes on to say "there were immense tracts of his experience, intellectual and spiritual, which were either unknown to me or beyond my comprehension." But where, we may ask, is the biography to be found which would encompass these things in addition to the wealth of detail about his father's life, his interests and activities and his affectionate estimate of his character? Mr. Sadleir is being altogether too modest, even though this reviewer would not deny that he is entitled to his perfectionist standard. MICHAEL ERNEST SADLER (Constable. 20s.) begins, as it should, with the beginning and goes on to record a very full and interesting life, led by a man of varied interests, determined character, considerable ability covering the last decade of the last century and the troublous years of this one. In tracing the development of his father's career and character Mr. Sadleir uses the interesting device of including "sidelights" on each of the periods under review; extracts from Sir Michael Sadler's own reflections on events and personalities of the time. The portrait which emerges is that of a strong but most lovable character; a man who, in his son's own words, "had qualities found only among the salt of the earth."

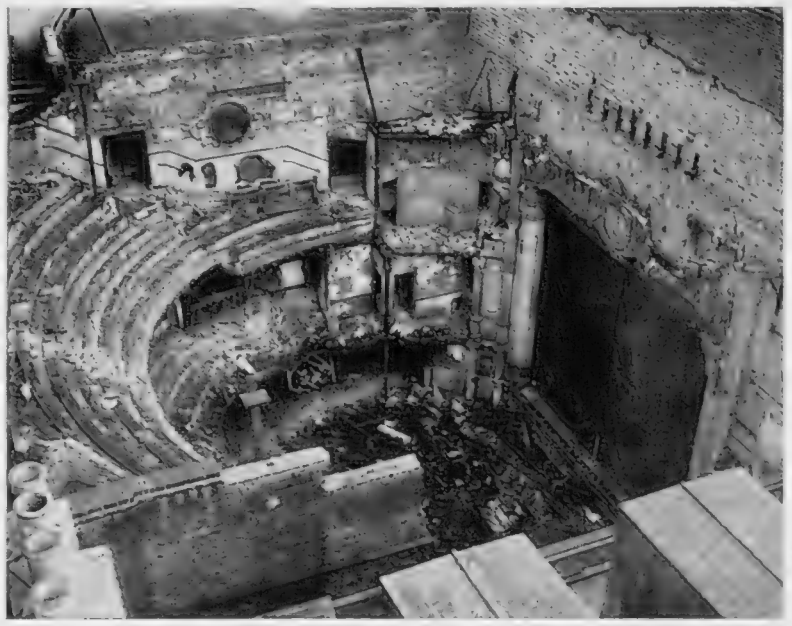
The writings of Mr. Rom Landau are of a serious and philosophical nature, but, as he points out in PERSONALIA (Faber. 21s.), he has also become a best-seller. Although he insists that this is not a book of memoirs "but a series of evocations of people in the Western and Eastern world who have influenced his development as an author," he begins with childhood and traces his own spiritual and material development according to the pattern sometimes used in autobiography.

The narrative abounds with famous names, ranging from George Bernard Shaw to the Mufti of Jerusalem, and for all the quietness of his style, Mr. Rom Landau manages to communicate some of the exciting interest to be derived from these contacts. *Personalia* may easily become another best-seller by this distinguished writer.

It is difficult to criticise a book called MERCHANTMEN RE-ARMED (Chatto and Windus. 21s.), by Sir David Bone, splendidly illustrated by his brother, Sir Muirhead Bone, without plunging at once into superlatives. For Sir David Bone represents not only the quintessence of all those fine traditions which spell the Merchant Navy, but in letters he is a craftsman in his own right, comparable only with that great master of prose, H. M. Tomlinson. Due to retire at the outbreak of war, of course he did not, and carried on with a gallant and hazardous command in the Battle of the Atlantic, troop-carrying round the Cape, in the landings of North Africa, Sicily, Anzio and St. Tropez; exploits hazardous enough to have tested a man a quarter of his age. Sir David Bone sets it all down quietly, almost serenely. I can only salute a great sailor and a great writer, and wish his book all the success it deserves.

Mr. Godfrey Winn calls his latest book of reminiscences THE BEND OF THE RIVER (Hutchinson. 12s. 6d.) for "when a man reaches forty, he is at the bend of the river. He looks both ways. It is a moment for getting one's second wind: for taking stock. . . ." In this instance the stocktaking mostly embraces a lecture tour of the United States ranging from Vermont to Nevada, and from Hollywood to the Pennsylvanian coalfields, with little items like a visit to the Trumans at the White House thrown in. Indeed, a great many names known to newspaper readers the world over are also thrown in, which is all to the good if that is the sort of thing you like.

Mr. Godfrey Winn is an excellent reporter and could not be dull if he tried. He has also a courageous and sterling character, and there is no knowing what he might get up to down the final stretch of life's river.



THE HOLBORN EMPIRE COMES UNDER THE HAMMER: The celebrated variety theatre, which was damaged by a bomb during the Second World War and is now a mere shell, came up for sale last week. The sellers were Moss Empires. Bidding began at £120,000 and rose to £220,000. This was below the reserve and the property was bought in at £240,000 by the auctioneer. It was rumoured that American interests were determined to acquire the theatre to turn it into a super-cinema

Mr. Macqueen-Pope, by now an established historian of the theatre, adds to his long line of entertaining successes GAIETY: THEATRE OF ENCHANTMENT (Allen. 20s.). Dedicated to "That Lovely and Adorable Lady, Gertie Millar," the book is as much a personification of the spirit of the old Gaiety as Mr. Macqueen-Pope declares Lady Dudley to be. The happy and apparently carefree days during which the old Gaiety was at its heyday clearly radiate from these pages. The pictures of those famous beauties now translated into the pages of Debrett must awaken nostalgic memories for those of that generation who still survive, and maybe a sigh that such things could not endure from those less happy generations which followed. The book is good, light-hearted and full of good stories, as it should be, and it is pleasant to record that it ends with a note to say that the old theatre is once more about to be opened.

Perhaps the one amongst this week's batch that has given me more personal pleasure than any other is AN ENGLISHMAN IN NEW YORK (Foley House Press. 10s. 6d.), by Francis Marshall. Here is an artist who proves that he can be as good at description with the pen, or maybe the typewriter, as he is with brush and pencil. His bold, individual style is well known to millions of newspaper and magazine readers, and he uses it with satisfying effect upon a wealth of scenes from that fascinating city which has become the cosmopolitan capital of the world. As I have said, the text is as finite and as satisfying, and I recommend the book to everyone, no matter how well he thinks he knows New York.

Mr. Francis Bamford is a writer who is new to me and, I may add, an exciting discovery. A QUESTION OF TASTE (Longmans. 9s. 6d.) is a crime story so different from anything else of its kind that it defies classification. Which is another way of saying that this is an originally conceived and highly entertaining story.

From the word go it is made clear that a crime is about to be committed, and as it develops it looks as if the pattern might be based upon an old murder committed in the same family, the motive for which has remained obscure until it was unravelled by the surviving head of the family and his young protégé. Mr. Bamford appears to be an historian of some quality, with a trained and orderly mind as well as a sense of humour, and a gift for observing contemporary quirks and fancies not usually associated with historians. Moreover, he knows more about style and construction than most mystery writers and in addition, he uses an ingenious method of flash-back which flows so smoothly into the narrative as to be imperceptible. If Mr. Bamford goes on like this he may find himself with a large and enthusiastic following of devoted and satisfied readers.

Miss Barbara Goolden is a novelist with a discriminating public all of her own, and in FROM THE SUBLIME TO THE RIDICULOUS (Heinemann. 9s. 6d.) they will find the same gifts of incisive observation directed this time to a sight of our world as it might appear to a visitor from outside it. The scope, therefore, is wide for satire, and Miss Goolden takes them all in; faded aristocrats, Bloomsbury writers, a surrealist painter with a comfortable and uncultured home life, a retired Admiral who suffers from infantilism and identifies himself with Peter Pan, a mother of seven who works in a factory, an insufficiently anglicised American wife, dog lovers, the National Health Service, men's clubs and a number of other things. Miss Goolden even succeeds in making the visitant called Pyrex and Atalanta, his loved one, credible in their reactions to it all, and out of it makes excellent entertainment.

BARSET ON THE MAP

Lance Tingay's Trollope Anthology

Barsetshire is on the map as never before, as witness the end-papers of Lance O. Tingay's Trollope anthology THE BEDSIDE BARSETSHIRE (Faber and Faber. 15s.). Across the centre of the map runs the old Coach Road, linking East and West Barset, and north to south is the road from Hogglestock, where Josiah Crawley was perpetual curate, to Plumpstead Episcopi, where Archdeacon Grantly lived in lofty elegance. The two roads meet in Barchester, that pleasant cathedral city where the Right Rev. Dr. Proudie was the Bishop and Mrs. Proudie, except on rare occasions, ran the diocese. Mr. Tingay's map, an elaboration of Trollope's own sketch-map, effectively links together the whole volume, which consists of a series of typical extracts from the six chronicles of Barset, *The Warden* (1855), *Barchester Towers* (1857), *Doctor Thorne* (1858), *Framley Parsonage* (1861), *The Small House at Allington* (1864) and *The Last Chronicle of Barset* (1867). It is an anthology compiled with obvious enthusiasm and the affection born of intimate knowledge of the great novels. The extracts are for the most part long enough to be read as sketches or stories in their own right, and, of course, most of the purple passages centre round the Proudies. We relive many a battle between the good bishop and his formidable lady, and finally comes the terrible *dénouement*, when Mrs. Proudie, unable to reduce her lord to his usual active state of submission, succumbs to a heart attack in the Palace, thus delaying dinner by well over half an hour and, for the last time, robbing her spouse of the fruits of victory.

Richard Turrell McMullen, nineteenth-century pioneer of small-boat sailing and a veritable master at sailing single-handed, undertook no long ocean voyages, but this stout, pugnacious Protestant, who made his career on the Stock Exchange and found his pleasure on the sea, made many notable trips in British and French waters. The record of those voyagings, packed with details from the log, with the lessons of hard experience, and with some forthright generalisations by a far from amateur mariner who was never content with less than perfection, appears under the title of DOWN CHANNEL (Rupert Hart-Davis. 9s. 6d.), and is No. 7 in the excellent Mariners' Library. Although a stickler for correctitude, McMullen never attempted to hide his mistakes, and the tyro in sail may find no little encouragement from the author's descriptions of some of the "dreadful messes" which marked his own novitiate afloat. No. 8 in this series is Conor O Brien's ACROSS THREE OCEANS (Rupert Hart-Davis. 9s. 6d.). By contrast, this is the record of a world voyager. In the yacht *Saiorse* Mr. O Brien set out from Dublin in 1923 for the Cape and, in 1925, he returned to Dublin *via* the Horn. His style is bluff and entertaining, but it lacks the near-classic quality of that of the hard-headed Victorian stockbroker, McMullen. Both men, however, reveal their exultant joy in the battle between man and nature, McMullen, who knew so well how to sail alone, and O Brien, who declared he would die of boredom if he ever had to run 5,000 miles with the Trades, and deliberately went the opposite way in cutting a furrow round the world.

Robert Atkinson's ISLAND GOING (Collins. 16s.) is an enthralling account of journeyings to the remoter isles, chiefly uninhabited, off the north-west corner of Scotland. A month spent on the 300 grassy acres of North Rona, 40 miles due north of Cape Wrath, produced a most surprising story. To-day North Rona is no more than a halting-place for birds on their southern journeys, "a mat of mud-and-salt-scrubbed foggage," as the author calls it. In pre-Napoleonic days North Rona, it seems, had a thriving population, even though the map-makers had forgotten it. Some of that rough island story Mr. Atkinson brings to life, calling to his aid the records of past travellers. He also takes us to St. Kilda, Boreray and the Seven Hunters, and wherever a sketch-map can help to stir the imagination there is one provided.

In SKETCHES AND NOTES FROM A BIRD PAINTER'S JOURNAL (Eyre and Spottiswoode. 30s.), Philip Rickman, one of the leading British painters of birds, gives us some of the latest results of his keen observation, and also drawings and notes from his earlier books, now out of print. It is a superb volume, and the publishers have played their part nobly in doing justice to Mr. Rickman's skill.

Here are two books for the sport-lover and the country-lover. One ranges far afield, and the second hardly looks beyond the mountains and glens of Scotland. In HUNTING WINDS (Eyre and Spottiswoode. 18s.) H. Frank Wallace writes of stalking, fishing, shooting and big-game hunting. Mr. Wallace stalks deer in New Zealand as well as Glen Alastair; he has pursued the chamois on Alpine heights, the boar in Belgium, and the ibex in Spain. Wherever he goes it is with unflagging zest, and every chapter has that seasoning of good stories which gives his work such a rare flavour. In HIGHLAND PACK (Faber and Faber. 12s. 6d.) Neil Gunn has produced a series of splendid essays for the most part concerned with the day-to-day life of Britain's far north. It is an intensely personal book, a Scotsman's tribute to the serene beauty of his native land.

Among the Reprints.—Honore de Balzac's THE DUCHESSE DE LANGEAIS" (Euphorion Books. 6s.). This is one of the Scenes de la Vie Parisienne in the Comedie Humaine. THE NOVELS AND PLAYS OF SAKI (The Bodley Head. 10s.). This is a companion volume to *The Complete Short Stories of Saki*.

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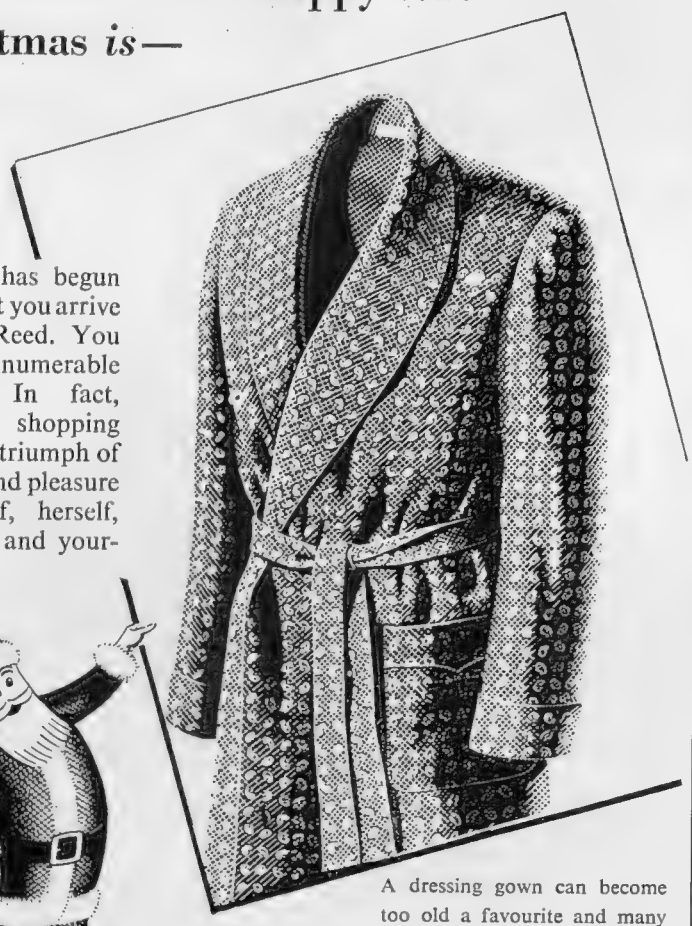

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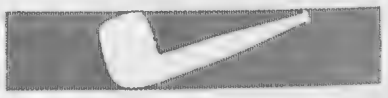

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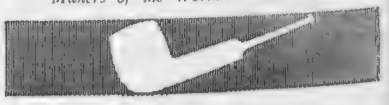

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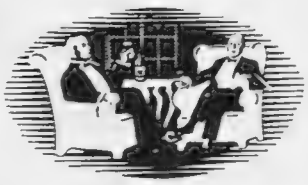

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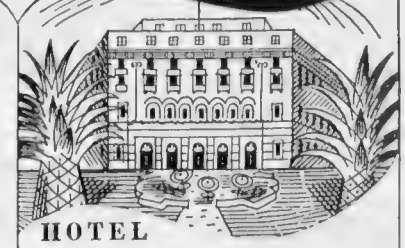

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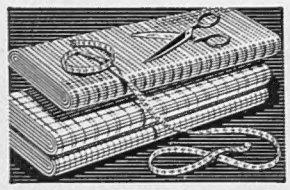

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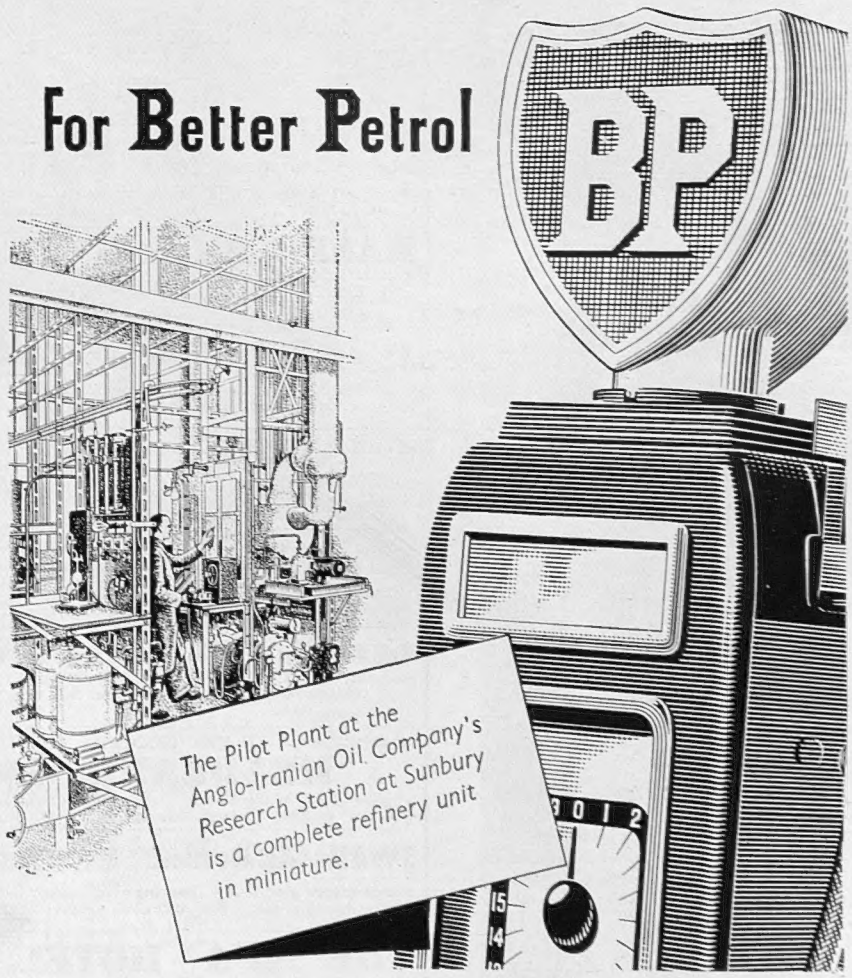

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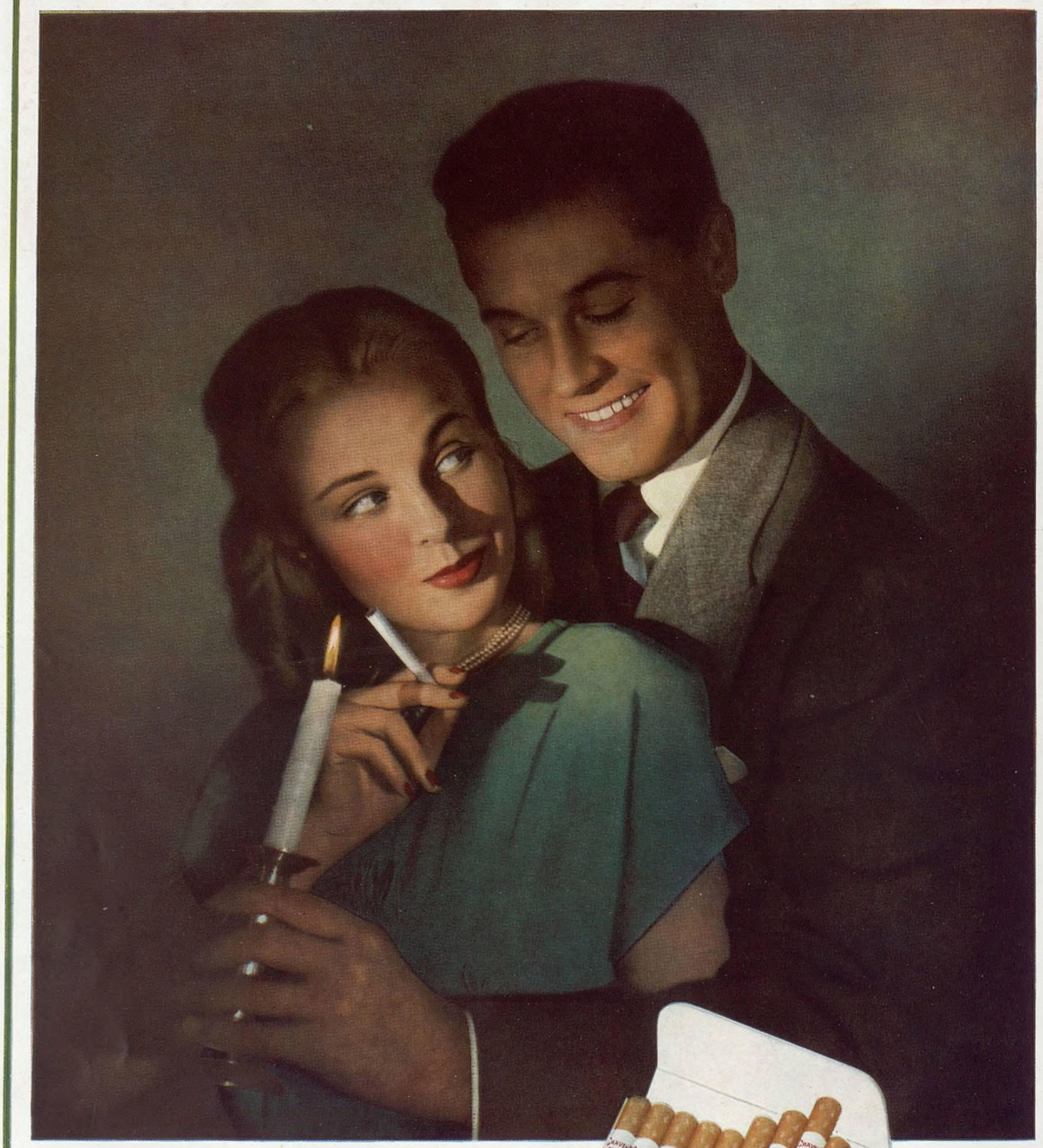

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